

Fiscal Years 2004-2006

State Transportation Improvement Program

MICHIGAN DEPARTMENT OF TRANSPORTATION

December, 2003

FY04-06
State Transportation Improvement Program

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INTRODUCTION

Michigan's fiscal year 2004-2006 State Transportation Improvement Program (STIP) was prepared in accordance with the requirements of the 1998 Transportation Equity Act for the 21st Century (TEA-21). TEA-21 was set to expire Sept. 30, 2003, however, Congress recently extended the legislation through Feb. 29, 2004. The primary purpose of this report is to provide information regarding the programs and projects to which state and local transportation agencies have committed over the next three years and verify that new resources available for transportation are sufficient to finance those improvements.

The transportation improvement projects reported in the STIP were developed in coordination with the state's Metropolitan Planning Organizations (MPOs) representing urbanized areas and with Rural Task Forces representing the state's rural areas. The planning process relied upon the participation of state and local government officials, public and private transit providers, organizations representing the customers and providers of transportation in Michigan, and the general public.

The STIP is a compilation of all transportation projects that will be authorized for funding in fiscal years 2004-2006. **This STIP document lists only projects outside of the Metropolitan Area Boundaries. All projects within MPO boundaries, whether under the jurisdiction of MDOT or a local transportation agency, must be listed in the relevant MPO Transportation Improvement Program (TIP) and are governed by that document. The TIPs are included in the STIP by reference.** The projects included in this report are trunkline (MDOT) projects, local rural projects and small urban area projects.

This report verifies that our financial resources will be sufficient to deliver the program contained in the STIP and all the TIPs. In fact, there appears to be excess funding available for the Trunkline program in FY 2004, 2005, and 2006. However, this is because there are some programs for which specific projects have not been selected at the time of STIP development.

In addition to a listing of projects and programs, this report contains information on the statewide planning process, MDOT's transportation goals, the public involvement process for the STIP, and a Financial Plan that compares annual new resources for transportation to new commitments.

The Financial Plan contains a process and format for demonstrating financial constraint. The process is designed to: meet federal financial constraint requirements, be as consistent with business practices as possible, and maintain flexibility for the MPOs to elaborate or organize the information in different ways.

THE STATEWIDE PLANNING PROCESS UNDER TEA-21

A statewide planning process under TEA-21, requires MDOT and the twelve MPOs to each develop a long range plan which will provide the basis for transportation programs over the next 20 years. The implementation of these plans is accomplished through a three-year STIP, which lists the actual projects to be implemented and how they are to be financed. The STIP is a compilation of 13 separate programs, including 12 MPO TIPs and one non-MPO program developed by MDOT. The projects that are selected in the STIP and TIPs are the logical result of the needs and policies

identified in the State Long Range Plan (SLRP) and MPO Long Range Plans. This STIP covers FY04-06 and will include by reference the FY04-06 TIPs prepared by the MPO areas.

THE STATE TRANSPORTATION PLAN

TEA-21 requires development of a State Transportation Plan which is called the State Long Range Plan in Michigan. The plan must cover at least a 20-year planning horizon and be coordinated with local long range transportation plans. Its development must allow a reasonable opportunity for public review and comment. MDOT updates this plan every three to five years.

All future transportation improvements must be consistent with the SLRP. For that reason, Michigan's SLRP is a broad policy-oriented document which is used to guide transportation investment decisions at all levels of government. MDOT completed the update of its SLRP in the fall of 2002. Michigan's 2000-2025 SLRP addresses new issues and provides strategies to address them as well as sustains the progress we have made toward achieving our eight transportation goals.

The SLRP is a 25-year guide for transportation investment decisions at all levels of government. The goals and objectives of the state long range plan provide guidance and direction for all statewide transportation programs. MDOT held numerous meetings with the Customers and Providers Advisory Committee in order to review and reassess the goals and objectives adopted for the previous SLRP so that needed updates were developed in a cooperative manner. The most notable change has been the addition of **Safety** as a distinct goal, rather than being incorporated into other goals as an ever-present concern.

The State Long Range Plan goals are:

Preservation

Within the constraints of state and federal law, direct investment in existing transportation systems to effectively provide safety, mobility, access, intermodal connectivity, or support economic activity and the viability of older communities, and ensure that the facilities and services continue to fulfill their intended functions.

Safety

Promote the safety and security of the transportation system for users, passengers, pedestrians and motorized and non-motorized vehicles.

Basic Mobility

Work with the general public, public agencies and private sector organizations to ensure basic mobility for all Michigan citizens by (at a minimum) providing safe, effective, efficient and economical access to employment, educational opportunities and essential services.

Strengthening the State's Economy

Provide transportation infrastructure and services that strengthen the economy and competitive position of Michigan and its regions for the 21st Century.

Transportation Services Coordination

Create incentives for coordination between public officials, private interests and transportation agencies to improve safety, enhance or consolidate services, strengthen intermodal connectivity, and maximize the effectiveness of investment for all modes by encouraging regional solutions to regional transportation problems.

Intermodalism

Improve intermodal connections to provide "seamless" transportation for both people and products to and throughout Michigan.

Environment & Aesthetics

Provide transportation systems that are environmentally responsible and aesthetically pleasing.

Land Use Coordination

Coordinate local land use planning, transportation planning and development to maximize the use of the existing infrastructure, increase the effectiveness of investment, and retain or enhance the vitality of the local community.

The 2000-2020 Public Transit Strategic Plan, published in May 2001, is the product of many individuals and groups with interest and concerns about public transportation in the state. From 1999 to 2001, the Michigan transit strategic planning process sought systematically to gather information from these individuals in order to develop targeted initiatives that would advance transit in the state. This Plan was the major public transit component for the SLRP.

TEA-21 also requires development of long range plans for each of Michigan's MPOs. These plans require much greater detail than the state plan because of federal air quality requirements. All regionally significant projects to be implemented within the 20-year period of the MPO plans must be identified, demonstrate financial restraint and meet air quality conformity requirements. The plan must be updated every five years (three years in air quality non-attainment areas) and be consistent with the statewide goals and objectives established in the SLRP and by MDOT.

METROPOLITAN PLANNING ORGANIZATIONS

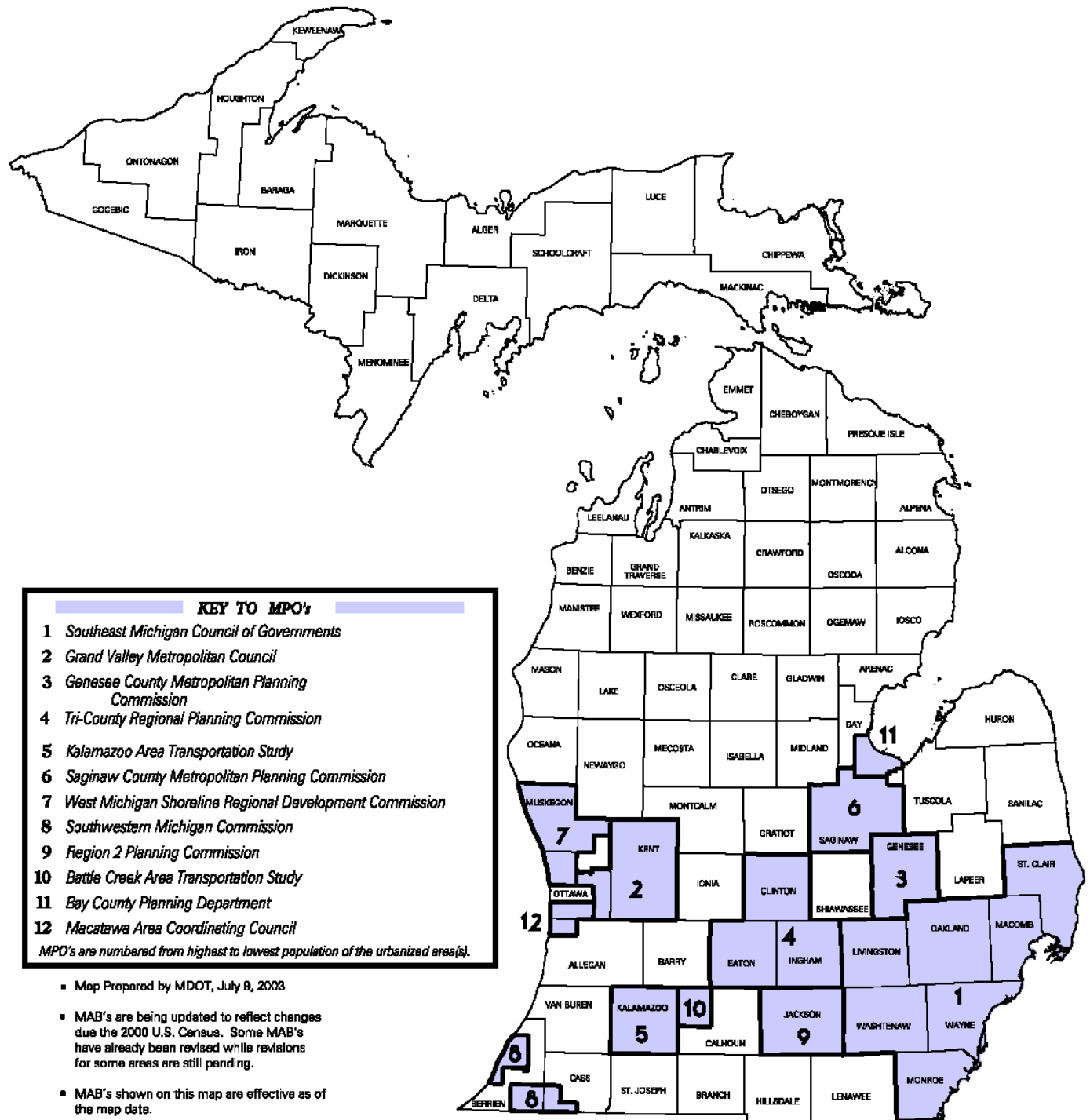
In metropolitan areas of more than 50,000 residents, TEA-21 requires that a MPO be designated by agreement between the Governor and all affected local governments. Each MPO is responsible for developing a three year TIP by working with city and county transportation agencies, local transit operators and state transportation officials. In addition, MPOs are required to provide a public involvement plan including "reasonable opportunity" for comment on the TIP.

The MPO TIPs are incorporated by reference into the STIP. Each TIP lists all federal-aid projects within its boundaries including road, street, highway and transit programs. Projects are developed by the various transportation agencies within the MPO including cities, county road commissions, public transit agencies and MDOT. The MPO planning process is used to identify needs and prioritize projects within the Metropolitan Area Boundary (MAB).

The following Michigan cities have MPOs or are part of a larger MPO; Ann Arbor, Bay City, Battle Creek, Benton Harbor/St. Joseph, Detroit, Flint, Grand Rapids, Holland/Zeeland, Jackson, Kalamazoo, Lansing, Muskegon, Port Huron, and Saginaw. In addition, the bi-state metropolitan areas of Niles, MI/South Bend, IN and Monroe County, MI/Toledo, OH are also required to work within an MPO. Most Michigan metropolitan areas have their own MPO. However, Ann Arbor, Detroit, Port Huron and Monroe County are all represented by the Southeastern Michigan Council of Governments (SEMCOG). Also, Niles and Benton Harbor/St. Joseph are represented by the Southwestern Michigan Commission (SWMC).

As a result of the 2000 Census, some urban boundaries have changed and several MPOs have modified their Metropolitan Area Boundaries (MABs) to include additional areas. The map on the following page shows the latest boundaries based on changes that have been approved as of October, 2003. The Census designated the Howell/Brighton/South Lyon area of Livingston County as a new Urbanized Area which remains part of the SEMCOG MPO. The tri-city area of Grand Haven/Spring Lake/Ferrysburg became part of the Muskegon UA. A list of contacts for each MPO with phone, fax, and e-mail is included in Appendix A.

Michigan's Metropolitan Areas and their boundaries (MAB's)



AIR QUALITY CONFORMITY IN MICHIGAN

Transportation Conformity analysis is a method of determining the air quality impacts of transportation plans (TIPs, LRPs and STIPs) against baselines or budgets which are used to show that there are no increases to ozone precursors or harmful regulated emissions resulting from implementation of the plans. Under one hour National Ambient Air Quality Standards, counties which are or have been classified as moderate non-attainment or worse and counties which are subject to minimal maintenance plans as part of their re-designation to attainment have continuing mandatory conformity analysis requirements under the Clean Air Act Amendments of 1990.

The State of Michigan has no non-attainment areas but does have several attainment/maintenance areas for the one hour Ozone Standard. Metropolitan Detroit (seven county SEMCOG area), Grand Rapids (Kent and Ottawa counties), Muskegon and Allegan counties are required to complete budget test transportation conformity modeling demonstrations. Genesee, Bay, Midland, and Saginaw counties are redesignated to attainment/maintenance status under the minimal maintenance plan and are subject to non-constraining budgets with no modeling demonstration required.

The Environmental Protection Agency's (EPA) implementation of a new eight hour Ozone Standard has been delayed until 2004. Implementation is not expected to begin before the submission and approval of the FY04-06 STIP. At such time as conformity analysis becomes a requirement, it will be conducted in accordance with the Michigan Conformity State Implementation Plan (SIP) and all applicable state and federal statutes, rules, and requirements.

THE MDOT-MPO COOPERATIVE PLANNING PROCESS

The state's 12 MPOs and the Department are committed to the continuing, cooperative, and comprehensive transportation planning process in Michigan. The goal of the process is to foster closer coordination in all aspects of the transportation plan development process.

The process unifies the overall transportation planning process into one coordinated effort for both the STIP/TIP, a five-year investment strategy, and the 25 year State Long Range Plan.

The process encourages teamwork and consensus building to identify state and local transportation needs, evaluate proposed projects to address those needs, and utilize agreed-to planning tools to reach agreement for metropolitan transportation systems. The following are the basic steps in the process:

- Establish goals and objectives consistent with those of the State Transportation Commission.
- Develop a statewide revenue assessment.
- Identify tools for analysis and evaluation.
- Identify and assess needs.
- Forecast MPO revenues.
- Define program structure.
- Develop criteria for project prioritization within program structure categories.
- Develop the 20 year State Long Range Plan/Program.
- Identify five year Investment Strategy.
- Develop three year STIP/TIP.

This process has served the public well over the life of TEA-21 and will be enhanced and updated under the next federal transportation act that will be enacted some time in 2004.

MDOT FIVE YEAR ROAD AND BRIDGE PROGRAM

The Department, at the direction of the Governor and the State Transportation Commission, has been issuing a Five Year Road and Bridge Program annually since 1999. The latest five year program, contains current investment strategies as well as a list of the specific road and bridge projects to be undertaken each year between 2003 and 2007. This year's plan focuses on Governor Granholm's Preserve First Strategy for preserving our existing road and bridge network.

This 5-year investment strategy is a key component of the cooperative planning process and provides the public as well as the MPOs and other transportation agencies with a five year perspective regarding the trunkline program. The projects in the five year plan received extensive local review and for the 2004, 2005, and 2006 fiscal years provided the basis for the trunkline portion of the STIP. Development of the Department's Five Year Road and Bridge Program is based on investment strategies, sound asset management principles, and extensive customer feedback. New technology makes it possible to combine long-term goals with current condition data to generate a five year program as well as integrate the data to coordinate road and bridge improvements and achieve new investment efficiencies.

Current road quality data and funding projections make it clear that to meet our goals we must emphasize system preservation. Our current goal is to have 95 percent of the freeways and 85 percent of non-freeways in good condition by 2007. The Governor's Preserve First initiative accelerated \$180 million in preservation projects originally scheduled for 2004 and deferred a number of capacity improvement projects originally scheduled for 2003. Revisions to our bonding strategy have allowed us to implement the Preserve First initiative and to resume work on 17 capacity improvement projects. These 17 projects are included as part of this 2004-2006 STIP.

MDOT is committed to responsible investment strategies that couple sound asset management principles with extensive customer feedback and collaboration with our partners. These core values support our approach to the following critical elements of the Five Year Program:

- Modernization of the Freeway System - a key goal of the department and Preserve First.
- Safety - the over-riding concern for our road system.
- Road Condition – constant evaluation is essential to asset management.
- Bridges – increased bridge preservation work.
- Capacity Improvements – projects to ensure the mobility of people and goods.
- Border Crossings – a strategy to protect the competitive advantages of Michigan's businesses and industry.
- Intelligent Transportation Systems (ITS) – use information technology to reduce congestion, improve safety, expedite travel, and enhance security.
- Public Involvement/Outreach – Listen to the public to determine projects and programs for the transportation system.
- Environmental Stewardship – Work with state and federal agencies to ensure environmentally sound projects and minimize disruption to ecosystems.
- Supporting Programs – encourage pedestrian and bike transportation and ridesharing.

- Fiscal responsibility – use new technology and organizational streamlining to work smarter and more efficiently.

PUBLIC TRANSIT PROGRAMS

The basic structure of federal transit programs has not changed from the previous STIP. However, a new program has been added, the New Freedom Initiative, to provide access for people with disabilities to employment and employment related services. The primary federal-aid programs that provide funds for public transportation are listed below. The funding flexibility features and similar matching ratios to the highway programs have been retained. Transit funds may be used for highway improvements, but under somewhat more stringent conditions than when using highway funds for transit improvements. The transit programs include:

Section 5307 Program - A transit program geared specifically to urbanized areas to provide both capital and operating assistance. Projects to be funded through this program are described in the relevant metropolitan area TIPs. A portion of the Program is for areas under 200,000 population and a portion goes directly to areas over 200,000.

Section 5310 Program - This program provides capital equipment to private nonprofit organizations or public transit agencies to meet the special needs of elderly persons and persons with disabilities.

Section 5311 Program - This program provides operating assistance to local public transit agencies in areas of the state with populations of less than 50,000 and capital grants for intercity facilities and equipment. Funding for operating assistance is provided as a percentage of eligible costs, not to exceed 50 percent of the operating net eligible costs. The Rural Technical Assistance Program (RTAP) provides funding for training, technical assistance, research and support services.

Section 5309 Program - This program provides discretionary capital assistance for projects not covered by other federal capital programs. It provides capital funding for fixed guideway modernization, new systems, and bus and bus related projects. Funding for this program is provided through a grant application process.

Job Access/Reverse Commute Program - This program is designed to increase transit service to employment opportunities.

New Freedom Initiative (NFI) - The NFI is a new federal program that will provide formula grants to the states for development and implementation of transportation services to help persons with disabilities access employment and employment related services. The program will fund both capital and operating projects.

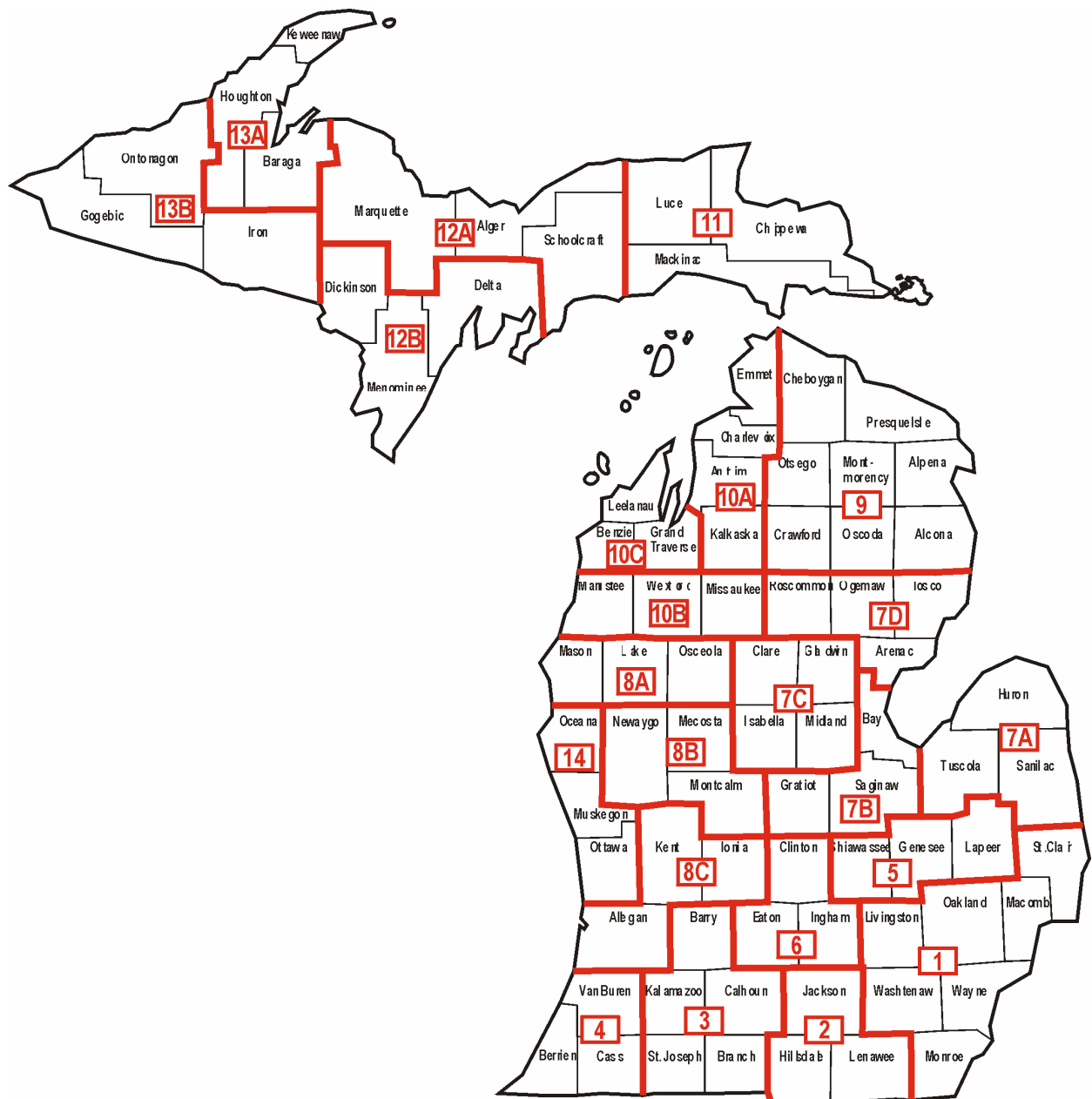
RURAL TASK FORCES

Local federally funded transportation projects to be implemented in rural areas (outside of MPO boundaries), are selected by various Rural Task Forces. These task forces represent the jurisdictions providing transportation services and include cities, unincorporated villages with fewer than 5,000 residents, transit operators, county road commissions, MDOT, and, where appropriate, Indian Tribal Governments.

The Rural Task Forces select projects in accordance with funding targets established by MDOT, based on projected amounts of federal and state funds to be received. Projects within the task force boundaries are also reviewed for eligibility and consistency with the criteria established for the state's Transportation Economic Development Fund and the federal Surface Transportation Program.

The Rural Task Force projects covered in this STIP include all local surface transportation improvements to be implemented over the next three years outside the metropolitan area boundaries. Projects within the MPO areas are included in the appropriate TIP. The map below shows the task force boundaries.

Rural Task Forces



SMALL URBAN AREAS

In direct response to requests by local officials, MDOT makes funds available for transportation projects to cities with populations between 5,000 and 50,000. The funds are distributed to individual cities through a competitive funding program administered by the state. Consistency with TEA-21 requirements is a key component in the determination of project eligibility. The cities must demonstrate that transit providers have been included as full partners in the project selection process and that the necessary public involvement has been conducted prior to project submittal. Small urban areas within a metropolitan area boundary must participate in the MPO planning process as well, and gain the MPO's approval of the project before submitting it to MDOT for funding. Small urban areas are identified in Appendix B.

ENVIRONMENTAL JUSTICE

In February of 1994 President Clinton signed Executive Order 12898. Its major goal is to ensure that no minority or low-income population suffers disproportionately high and adverse human health or environmental effects due to any programs, policies, and activities undertaken by a federal agency or any agency receiving federal funds. As the Michigan Department of Transportation (MDOT) does receive federal funding, the above-mentioned order applies to its programs, policies and activities. Environmental Justice (EJ), however, is not a new requirement. In fact, since no additional legislation accompanied the President's order, its authority rests in Title VI of the Civil Rights Act of 1964, and MDOT has long considered these principles in its planning processes.

These requirements can be met in a variety of ways and on a variety of levels. MDOT's first responsibility, when planning specific projects, is to identify populations that will be affected by a given project. If a disproportionate effect is anticipated, mitigation procedures must be followed. If mitigation options do not sufficiently eliminate the disproportionate effect, reasonable alternatives should be discussed and, if necessary, implemented. Disproportionate effects are those effects which are appreciably more severe for any EJ group or predominantly borne by a single EJ group.

In addition to a project-by-project analysis of Environmental Justice, MDOT is responsible for ensuring that its overall program does not disproportionately distribute benefits or negative effects to any target EJ population. An analysis at the statewide level should examine the total negative and positive outcomes of transportation projects to see whether there is a disproportionate effect. This process involves establishing a baseline (a geographic representation of the location of those populations mentioned in the executive order) and then examining MDOT's program as a whole as it relates to these areas.

For purposes of this document, analysis is limited to the non-MPO areas of the state. Each MPO TIP contains an EJ analysis of all projects within its Metropolitan Area Boundary. Because the negative effects of projects are generally examined at the individual project level, the analysis in this report focuses on the benefits of transportation improvements to an area. For this analysis the following definitions were used:

Low-Income: a person whose median household income is at or below the U.S.

Department of Health and Human Services poverty guidelines.

Minority:

- 1) **Black or African American.** A person having origins in any of the Black racial groups of Africa.
- 2) **Hispanic.** A person of Mexican, Puerto Rican, Cuban, South or Central American, or other Spanish culture or origin, regardless of race.
- 3) **Asian.** A person having origins in any of the original peoples of the Far East, Southeast Asia or the Indian subcontinent.
- 4) **American Indian and Alaskan Native.** A person having origins in any of the original people of North, Central or South America and who maintain tribal affiliation or community attachment.
- 5) **Native Hawaiian or Other Pacific Islander.** A person having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands.

Methodology

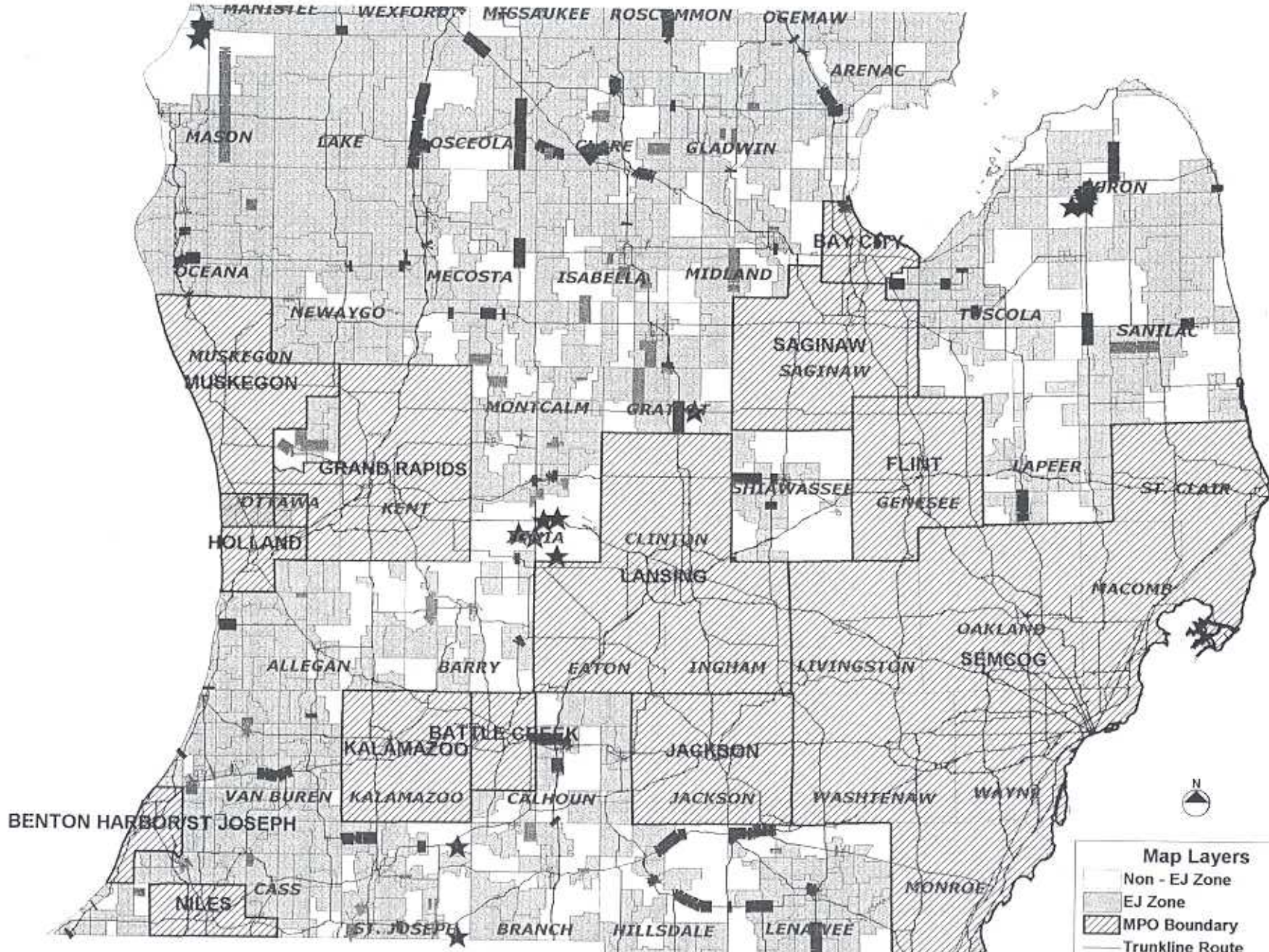
Low income and minority thresholds were developed using 2000 census data for low-income groups and for minority groups. MPO populations were not included in development of the thresholds since we are analyzing the rural, non-MPO areas of the state. Any zone with a minority group population exceeding the statewide non-MPO average and a low-income population above the statewide non-MPO average was considered an EJ zone. Those areas were mapped and overlaid on the projects contained in the FY04-06 STIP. These maps, displaying all non-MPO EJ zones and all non-MPO projects, are shown on the next three pages. For the sake of clarity, all Rural Task Force projects and Small Urban projects were combined into one category and labeled “Local Rural Project” on the black and white maps included in this report. For a full color map showing all three types of projects - trunkline (MDOT), Rural Task Force (local) and Small Urban (local) - see MDOT’s Web site at www.michigan.gov/stip.

Analysis

The analysis addresses two fundamental Environmental Justice principles:

- 1) To avoid, minimize, or mitigate disproportionate high and adverse human health or environmental effects on low-income and minority populations.
- 2) To prevent the denial of, reduction in, or significant delay in the receipt of benefits by low- income and minority populations.

The table on page 15 summarizes the results of the analysis of all non-MPO projects and costs in relation to all non-MPO EJ zones. For the sake of consistency and comparison with the FY02-04 STIP EJ analysis, Rural Task Force projects and Small Urban projects are listed separately in this table.

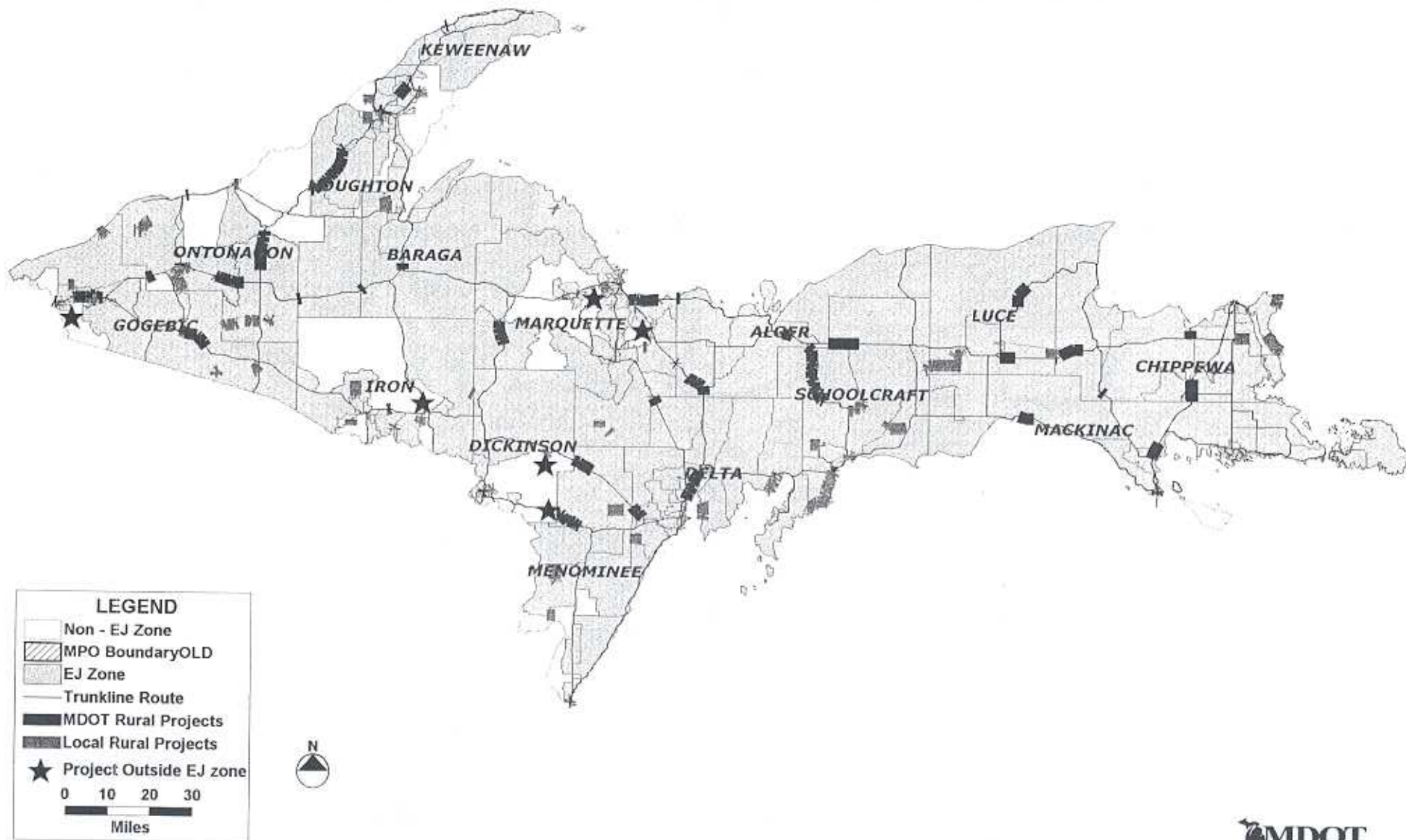


Rural Projects in Relation to Environmental Justice Zones

Rural Projects in Relation to Environmental Justice Zones



Rural Projects in Relation to Environmental Justice Zones



FY04-06 STIP Environmental Justice (EJ) Analysis			
PROJECTS			
Type of Project	Total Projects	Total Projects in EJ Zones	Percent Projects In EJ Zones
Trunkline (MDOT)	236	198	84%
Rural Task Force (Local)	287	165	57%
Small Urban (Local)	37	25	68%
Total	560	388	69%
COSTS			
Type of Project	Total Cost	Total Costs in EJ Zone	Percent Costs In EJ Zones
Trunkline (MDOT)	\$520,489,302	\$430,242,102	83%
Rural Task Force (Local)	\$102,307,099	\$55,873,600	55%
Small Urban (Local)	\$10,979,743	\$8,056,003	73%
Total	\$633,776,144	\$494,171,705	78%

1) Disproportionate adverse effects

Adverse effects, as defined in the final US DOT Order on Environmental Justice (DOT Order 5610.2) contained in the Federal Register in 1997, include but are not limited to: bodily impairment, illness or death; air, noise, or water pollution and soil contamination; destruction or disruption of natural resources or aesthetic values; disruption of community cohesion; disruption of the availability of public and private facilities and services; displacement of persons, farms, non-profit organizations; increased traffic congestion.

Review of the total 560 trunkline and local non-MPO projects that comprise the proposed FY04-06 STIP reveals that the majority fall within the preservation category. The remainder of the projects consist of bridge, passing relief lane, roadsides, economic development, and jurisdictional transfer projects as well as two capacity expansion and five capacity improvement projects.

The proposed facility improvements located in minority or low-income populations are similar in design and comparative impacts to those located in non-minority or non-low-income populations. With respect to the relatively few improve and expand projects, they are located in mostly rural, low-population areas thereby minimizing potential adverse effects such as noise, vibration, displacement of persons or businesses, or disruption of community cohesion. All displacements and acquisition of right-of-way will be at the project development level and will follow the appropriate state and federal procedures including the Uniform Relocation Assistance and Real Property Acquisition Policies Act to minimize the impacts on affected individuals and businesses. Therefore, it has been determined that any adverse impacts associated with the proposed system improvements do not reach the disproportionately high and adverse standard.

2) Receipt of beneficial effects

From the table above, the FY04-06 STIP includes a total of 560 projects located outside MPOs, of which 388 (69%) are located within or adjacent to established EJ zones. Of the total projects, 42 percent are trunkline (MDOT) projects with approximately 84 percent benefiting EJ zones, 51 percent are Rural Task Force (local) projects with about 57 percent serving EJ zones, and seven percent are Small Urban (local) projects of which 68 percent serve EJ zones.

Project costs total \$633,776,144, of which \$494,171,705 (78%) benefit EJ zones. Of the total project costs, 82 percent are trunkline (MDOT) costs with approximately 83 percent benefiting EJ zones, 16 percent are Rural Task Force (local) costs with about 55 percent serving EJ zones, and two percent are Small Urban (local) costs of which 73 percent benefit EJ zones. A significant number of projects and associated project costs are located within or adjacent to areas established as EJ zones. Therefore, it has been determined that low income or minority populations are not being denied receipt of benefits from the proposed transportation improvements.

The table below shows the population that is served by transportation improvement projects in selected geographic areas within the State of Michigan. The total population of non-MPO EJ zones is 1,741,833 or 18 percent of Michigan's population. In other words, 18 percent of Michigan's citizens are considered low-income or a minority. Of the total non-MPO population, 69 percent reside in EJ zones. Seventy-five percent of all non-MPO Census Block Groups qualify for EJ status.

2000 Census Data for FY04-06 STIP EJ Analysis			
Geographic Area	Total Population	Percent of Total Population	Total Number of Census Block Groups*
In the State of Michigan	9,938,444	100%	8410
In MPOs	7,599,927	75%	6370
In Non-MPO Areas	2,338,517	24%	2040
In Non-MPO EJ Zones	1,741,833	18%	1506

* A Census Block Group is the smallest geographic level for which EJ-related Census data is available.

Environmental Justice ensures that the potential impacts and benefits derived from transportation services are provided equitably to every population in Michigan. Through careful planning and proactive involvement, MDOT guarantees the highest quality transportation services to all of Michigan's citizens, regardless of race or income.

THE PUBLIC INVOLVEMENT PROCESS FOR THE STIP

Public involvement is one of TEA-21's fundamental requirements. The act clearly states that state departments of transportation and MPOs *"shall provide citizens, affected public agencies, representatives of transportation agency employees, other affected employee representatives, private providers of transportation, and other interested parties with reasonable opportunity to comment"* on transportation programs.

Both state and local officials ensured that preparation of the STIP included ample opportunity for public involvement. The planning process for project selection in Michigan's transportation systems involves the County Road Commissions, Cities and Villages, Metropolitan Planning Organizations, Regional Planning Agencies, Indian Tribal Governments, Public Transit Agencies and other stakeholders.

In developing the STIP, state officials worked cooperatively with local officials, public and private transportation providers and interested citizens. Many of the projects included in the STIP are the result of numerous public information meetings and hearings, as well as requests by local officials and the public for specific transportation improvements.

Opportunities for public involvement were provided throughout the project selection process at local, regional and state levels. This cooperative state and local public involvement effort included, but was not limited to, open meetings at the state and local level where project selection and programming decisions were publicly considered, opportunities to comment on proposed projects at city council and city manager meetings and public notices in local newspapers throughout the state requesting public comment on proposed projects.

The Department's 2003-2007 Five Year Road and Bridge Program was discussed with local agencies and the MPOs throughout its development then posted on MDOT's Web site.

PUBLIC REVIEW OF THE DRAFT STIP REPORT

For the first time, MDOT provided the public with an early preview of a draft list of projects proposed for inclusion in the FY04-06 STIP. On October 6, 2003, MDOT issued a press release announcing this information was available on MDOT's Web site at www.michigan.gov/stip for public comment through November 1, 2003. The press release was sent statewide to the Department's standard media list as well as minority media providers. A total of four comments were received, are being addressed and an overview will be provided to FHWA at a later date.

Prior to final approval of the FY04-06 STIP by the federal agencies, a public review of this draft report will be initiated and, based on the comments received, may require some revision to this report. By November 21, 2003, the entire draft report will be posted on MDOT's Web site at www.michigan.gov/stip for a minimum of two weeks for public comment. MDOT will continue to accept and address comments as they are received.

You may comment on this draft report in several ways:

- Visit www.michigan.gov/stip and send an e-mail to the address provided (MDOT-STIP0406-Comments@Michigan.gov).
- Contact the appropriate MDOT Region Office, MDOT Transportation Service Center or MPO. A directory of MPO Offices can be found in Appendix A. Region Offices and TSCs are listed in Appendix B.
- Contact MDOT's central office by mail, phone, fax, or email:

Michigan Department of Transportation
Statewide Planning Division
P.O. Box 30050
425 West Ottawa Street
Lansing MI 48909

Phone (517) 335-1510
Fax (517) 373-9255
E-Mail: lindstroma@michigan.gov

PROJECTS

The following list contains “rural” projects outside of Metropolitan Area Boundaries (non-MPO); projects that fall within MPO boundaries are contained in the respective MPO TIPs. MDOT is the responsible party for all projects unless otherwise noted.

The projects are organized by **county, year and program category**. The following tables describe the information that is provided for each project.

Project Information

JOB_NO	Job number; a unique project identification number established by MDOT.
PHASE	The phase refers to the stage of work being done. The following list describes the stage of work for each phase letter: A Construction B Right-of-Way (ROW) C Preliminary Engineering/Design (PE) Blank Early Preliminary Engineering/Study (EPE)
ROUTE	The major highway, street, or road name.
LOCATION	The site of work, to and from or other information.
LENGTH	The total length of project in miles.
WORK TYPE	The type of improvement or activity being funded.
FUND	The suggested funding code. This may be altered at time of project authorization based on availability.
TOTAL	Sum of federal, state and local costs.
FEDERAL	Federal share of the project cost.
STATE	State share of the project cost.
LOCAL	Local share of the project cost.

Funding Codes

State Programs	
BT01	Build Michigan III - Bond Funds
EDA	Economic Development Fund - Category A
M	100 percent State Trunkline Funds (STF)
MRRF	Revolving Right-of-Way Fund - 100 percent STF
Federal Programs	
ANH	National Highway System Advance Construct
AST	Surface Transportation Advance Construct
BHN	Bridge Rehabilitation - National Highway System
BHO	Bridge Rehabilitation - (off system)
BHT	Bridge Rehabilitation - Surface Transportation Program

Federal Programs (cont)	
BRI	Bridge Rehabilitation-Interstate
BRN	Bridge Replacement - National Highway System
BRO	Bridge Replacement (off system-local)
BRRP	Bridge Replacement and Rehabilitation Program
BRT	Bridge Replacement - Surface Transportation Program
FTA	Federal Transit Authority
HPP	High Priority Projects
IM	Interstate Maintenance
MG	Minimum Guarantee
NH	National Highway System
SBD	Scenic Byways Discretionary
SST	Support Services Training
ST	Surface Transportation
ST/C	Converted to Surface Transportation

Program Categories Definition

Rehab & Reconst.	(Rehabilitation and Reconstruction) Preservation work to improve the condition and ride quality of pavements on the state trunkline system.
Bridge	The repair, reconstruction or replacement of trunkline bridges.
Capacity Improvement	Widening (addition of lanes) to highways to relieve urban congestion and improve service along the states most important commercial routes.
New Roads	Construction of new or relocated roads on new alignments to improve system continuity, relieve congestion, and facilitate Michigan's economic vitality.
Passing Relief Lanes	Construction of passing lanes on two-lane, two-way roadways with limited passing sight distance.
Weigh Stations	Improvements to truck weigh stations on the state trunkline system.
State Park Access	Improvements to roadways that provide access to the state park system.
Indian Reservation Roads	Improvements to roadways that provide access to State Indian Reservations as identified by Federal Lands Highway Division (FHWA) and the Bureau of Indian Affairs (BIA).
Roadsides	Improvements to the roadside environment that involve landscaping, rest areas, or non-motorized facilities.
Non-Freeway Resurfacing	Resurfacing projects specifically targeted to help meet MDOT's non-freeway condition goal.
Mich. Institutional Roads	Improvements to roads serving state institutions.
Discretionary	Projects funded through special grants.
Jurisdictional Transfer	Roadway improvements associated with the jurisdiction realignment pilot project.
Wetland Pre-Mitigation	Construction of wetlands to be used for mitigation on future highway projects.

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM 2004 - 2006

JOB_NO	PHASE	ROUTE	LOCATION	LENGTH	WORK TYPE	FUND	TOTAL	FEDERAL	STATE	LOCAL
ALCONA										
2004										
<i>Rehab & Reconst.</i>										
45827	A	US-23	ALCONA S COL N-GRNBUSH	6.26	REHAB	NH	\$3,055,000	\$2,500,518	\$554,482	\$0
2005										
<i>Non-Freeway Resurfacing</i>										
75290	A	M72	US-23 TO F-41	6.227	1 1/2" HMA OVERLAY, GR UPGR	M	\$505,000	\$0	\$505,000	\$0
2006										
<i>Rehab & Reconst.</i>										
57092	A	US-23	GREENBUSH TO HARRISVILLE	3.84	RUBBLIZE, RESURFACE	M	\$2,644,000	\$0	\$2,644,000	\$0
ALGER										
2004										
<i>Bridges</i>										
76023	A	M-28	over Laughing Whitefish River	0	Deck Replacement	M	\$312,695	\$0	\$312,695	\$0
<i>Rehab & Reconst.</i>										
50702	A	US-41	S/MARQUETTE COL-N/ALGER	8.655	BIT RESRF	NH	\$1,961,000	\$1,605,079	\$355,921	\$0
2006										
<i>Passing Relief Lanes</i>										
55439	A	M-28	E SOO LINE RR TO PERCY RD	2.57	PSG RLF LN	M	\$1,689,000	\$0	\$1,689,000	\$0
ALLEGAN										
2004										
<i>Bridges</i>										
50787	A	M-89	over Kalamazoo River	0	Bridge Repl	ABRT	\$3,500,000	\$2,640,000	\$660,000	\$200,000

JOB_NO	PHASE	ROUTE	LOCATION	LENGTH	WORK TYPE	FUND	TOTAL	FEDERAL	STATE	LOCAL
Non-Freeway Resurfacing										
74048	A	M-89	I-196/US-31 - ECL of Fennville	6.34	NFRS	M	\$643,700	\$0	\$643,700	\$0
2005										
Bridges										
73884	A	I-196 & US-31	NB & SB over 71st Street	0	Substructure Repair	BHI	\$81,540	\$65,232	\$16,308	\$0
ALPENA										
2004										
Rehab & Reconst.										
45861	A	US-23	NORTH/TIMM RD N/N PRTRDG	4.203	MAJOR REHAB	ANH	\$4,000,000	\$3,274,000	\$726,000	\$0
53086	A	US23	@SQUAW BAY CULVERT	0.01	CLVRT REPL	ST	\$411,108	\$336,492	\$74,616	\$0
2006										
Passing Relief Lanes										
60361	A	M-32	LK WINYAH RD TO BAGELY	1.68	WIDENING FROM 2 TO 3; 5-LN REH	M	\$4,110,000	\$0	\$4,110,000	\$0
ANTRIM										
2004										
Rehab & Reconst.										
45836	A	M-88	MANCELONA TO BELLAIRE	10.17	MILL&RESF	ST	\$2,931,868	\$2,399,734	\$532,134	\$0
48537	A	US-131	M-66 TO ALBA RD	6.09	C&S,RESURF, PRL	NH	\$3,063,306	\$2,507,316	\$555,990	\$0
2005										
Passing Relief Lanes										
55216	A	US-31	N/ELK RAPIDS	2.019	CONSTR PRL	M	\$1,724,000	\$0	\$1,724,000	\$0
Rehab & Reconst.										
48542	A	US-131	ALBA RD TO N. M-32 JCT	8.14	C&S, BIT	M	\$2,107,000	\$0	\$2,107,000	\$0
2006										
Rehab & Reconst.										
53361	A	M-88	S/ECKHARDT RD TO S CENTRAL LK	1.4	CRUSH & SHAPE, RESURFACE	M	\$791,760	\$0	\$791,760	\$0

JOB_NO	PHASE	ROUTE	LOCATION	LENGTH	WORK TYPE	FUND	TOTAL	FEDERAL	STATE	LOCAL
ARENAC										
2005										
<i>Rehab & Reconst.</i>										
55125	A	I-75	LINCOLN TO N STERLING RD	4.2	Rubb & HMA Resurface	NH	\$8,569,500	\$7,014,136	\$1,555,364	\$0
2006										
<i>Bridges</i>										
56924	A	M-33	over I-75	0	Bridge Repl	IM	\$2,713,391	\$2,442,052	\$271,339	\$0
<i>Rehab & Reconst.</i>										
56940	A	M-61	HOSPITAL TO US-23	0.603	RECONSTRUCT	ST	\$1,618,396	\$1,324,657	\$293,739	\$0
56946	A	I-75	1 MI N STERLING TO OGEMAW CO	8.958	RUBBLIZE & BIT OVLY	IR	\$15,580,000	\$14,022,000	\$1,558,000	\$0
BARAGA										
2005										
<i>Bridges</i>										
59933	A	M-28	over Perch River	0	Bridge Replacement	BHN	\$741,833	\$593,466	\$148,367	\$0
<i>Passing Relief Lanes</i>										
58724	A	US-41	MEAD RD TO WINTER ST	1.875	PSG RLF LN	M	\$954,100	\$0	\$954,100	\$0
<i>Rehab & Reconst.</i>										
47967	A	US-41	MEAD ROAD-WINTER STREET	1.67	MILL&RESF	NH	\$1,580,000	\$1,293,230	\$286,770	\$0
2006										
<i>Bridges</i>										
74473	A	US-141/M-28	over Rock River	0	Deep Ovly, railing repl, paint	M	\$392,892	\$0	\$392,892	\$0
BARRY										
2005										
<i>Non-Freeway Resurfacing</i>										
74092	A	M-79	Barryville Rd to W of Nashville	3.431	NFRP	M	\$242,500	\$0	\$242,500	\$0

JOB_NO	PHASE	ROUTE	LOCATION	LENGTH	WORK TYPE	FUND	TOTAL	FEDERAL	STATE	LOCAL
2006										
<i>Rehab & Reconst.</i>										
50760	A	M-66	Assyria Rd to Frances St.	4.59	Mill&Resuf	ST	\$2,217,000	\$1,814,615	\$402,385	\$0
BAY										
2005										
<i>Bridges</i>										
60499	A	M-47	2 Brdgs over M-47, Bay County	0	Deep Ovly	M	\$195,523	\$0	\$195,523	\$0
<i>Rehab & Reconst.</i>										
53356	A	M-13	S OF PINCON - NVL	2.86	RECON, RSF	M	\$3,915,000	\$0	\$3,915,000	\$0
2006										
<i>Non-Freeway Resurfacing</i>										
72421	A	M-138	M-138, M-15 TO BAY COL	5.42	ONE COURSE OVERLAY - M FUNDS	M	\$542,000	\$0	\$542,000	\$0
BENZIE										
2005										
<i>Rehab & Reconst.</i>										
60284	A	M-22	SOUTHSHORE TO N CRYSTAL DR	4.44	CRUSH AND SHAPE	ST	\$1,677,004	\$1,372,628	\$304,376	\$0
BERRIEN										
2005										
<i>Bridges</i>										
55905	A	I-94	OVER SAWYER ROAD	0	Deck Repl w/Shldr Widen	BHI	\$2,487,000	\$1,989,600	\$497,400	\$0
<i>Wetland Pre-Mitigation</i>										
60090	A	US-31 REL	Paw Paw River Watershed	0	Wetland Mitigation	NH	\$400,000	\$327,400	\$72,600	\$0

JOB_NO	PHASE	ROUTE	LOCATION	LENGTH	WORK TYPE	FUND	TOTAL	FEDERAL	STATE	LOCAL
CALHOUN										
2004										
<i>Bridges</i>										
60490	A	I-94	2 Bridges, Calhoun County	0	Shallow Overlay	IM	\$550,002	\$495,002	\$55,000	\$0
75912	A	I-194	NB Ramp over ABN RR	0	Steel Rpr, Paint, P&H Repl	BHI	\$199,937	\$159,950	\$39,987	\$0
<i>Non-Freeway Resurfacing</i>										
74082	A	M-199	I-94BL -27 Mile; 25 1/2 - I-94	2.306	NFRP	M	\$248,000	\$0	\$248,000	\$0
<i>Rehab & Reconst.</i>										
50776	A	I-69	J Dr. South to A Dr. North	5.17	Major Rehabilitaion	AIM	\$13,700,000	\$12,330,000	\$1,370,000	\$0
2005										
<i>Bridges</i>										
60488	A	I-94	WB & EB over Rice Creek	0	Shallow overlay	M	\$193,845	\$0	\$193,845	\$0
73877	A	I-94	under 17 1/2 Mile Road	0	Shallow overlay	M	\$299,555	\$0	\$299,555	\$0
<i>Non-Freeway Resurfacing</i>										
74093	A	M-99	Co line-Homer; M60-SCL Albion	9.705	NFRP	M	\$873,700	\$0	\$873,700	\$0
<i>Rehab & Reconst.</i>										
53296	A	I-94EB	171/2 MILE RD E to Co. Line	11.644	Maj Rehab	IM	\$9,900,000	\$8,910,000	\$990,000	\$0
<i>RoadSides</i>										
74149	A	I-69 SB	at Turkeyville Rest Area	0	New construction/existing site	IM	\$2,100,000	\$1,890,000	\$210,000	\$0
74187	A	I-69 SB	Turkeyville Rest Area	9.045	Upgrade Sewage System	IM	\$750,000	\$675,000	\$75,000	\$0
2006										
<i>Rehab & Reconst.</i>										
60522	A	I-69	A Dr. North to north of I-94	4.024	Major Rehab	IM	\$13,200,000	\$11,880,000	\$1,320,000	\$0

JOB_NO	PHASE	ROUTE	LOCATION	LENGTH	WORK TYPE	FUND	TOTAL	FEDERAL	STATE	LOCAL
CHARLEVOIX										
2005										
<i>Bridges</i>										
51487	A	M-75	OV BOYNE RIVER,BOYNE CITY	0	Deep Ovly	NH	\$148,500	\$121,547	\$26,953	\$0
2006										
<i>Rehab & Reconst.</i>										
56932	A	M-32	B01 TO THIRD ST	0.281	REM & REPLACE	M	\$911,001	\$0	\$911,001	\$0
CHEBOYGAN										
2004										
<i>Non-Freeway Resurfacing</i>										
72687	A	M-33	FROM M-68 NORTH 10 MILES	10.55	HMA OVERLAY	M	\$960,000	\$0	\$960,000	\$0
2005										
<i>Bridges</i>										
51449	A	M-27	ov Mullett Creek	0	Brdg Repl	BRN	\$371,770	\$297,416	\$74,354	\$0
<i>Rehab & Reconst.</i>										
53288	A	I-75	RIGGSVILLE RD N'LY	4.5	CONCRETE PVMT REPAIR	IM	\$4,935,000	\$4,441,500	\$493,500	\$0
59470	A	I-75 NB & SB	LEVERING RD - HEBRON TWN HALL	4.15	CONCRETE PAVT RESTORATION	I	\$4,930,000	\$4,437,000	\$493,000	\$0
2006										
<i>Rehab & Reconst.</i>										
45860	A	I-75 SB	NORTH/US-31 NORTH-S/M-108	1.99	MILL&RESF	IM	\$675,000	\$607,500	\$67,500	\$0
CHIPPEWA										
2004										
<i>Bridges</i>										
51444	A	M-123	Over Kneebone Creek	0	New Culv	MG	\$422,400	\$345,734	\$76,666	\$0
58708	A	M-48	over Big Munuscong River	0	Deep Overlay	M	\$217,412	\$0	\$217,412	\$0

JOB_NO	PHASE	ROUTE	LOCATION	LENGTH	WORK TYPE	FUND	TOTAL	FEDERAL	STATE	LOCAL
Rehab & Reconst.										
45600	A	M-221	M28-BRIMLEY	2.595	M/C&S/RESF	ST	\$796,000	\$652,000	\$144,000	\$0
2005										
Bridges										
59983	A	M-28	over Hendrie River	0	Deep Overlay	NH	\$212,581	\$173,998	\$38,583	\$0
60049	A	I-75	NB & SB over WCL RR and M-80	0	Deep Overlay	IM	\$692,606	\$623,345	\$69,261	\$0
Rehab & Reconst.										
38040	A	I-75	CHPWA COL-TONE RD(M80)	9.2	BIT RESRF	IM	\$4,640,000	\$4,176,000	\$464,000	\$0
2006										
Bridges										
74304	A	I-75	under Barbeau Road	0	Deep Overlay	M	\$583,448	\$0	\$583,448	\$0
Rehab & Reconst.										
57785	A	M-28	HENDRIE RIVER - W. OF M-123	8.309	RCYL&RESF	NH	\$954,000	\$780,849	\$173,151	\$0
CLARE										
2004										
Non-Freeway Resurfacing										
53307	A	US-127BR	TOWNLINE LK RD N-US-127	3.156	BIT OVERLAY	M	\$314,600	\$0	\$314,600	\$0
Rehab & Reconst.										
50631	A	M-115	WCL OF CLARE TO SUNSET ST	1.379	MILL & RESF	ST	\$2,113,000	\$1,729,491	\$383,509	\$0
75774	A	US-10	W M-115 to US-127	8.607	Rubb & Resurface	NH	\$15,068,359	\$12,333,452	\$2,734,907	\$0
2006										
Rehab & Reconst.										
48596	A	US-10	Osceola/Clare COL to Freewa	8.601	Two Course Bit Overlay	NH	\$3,337,100	\$2,731,416	\$605,684	\$0

JOB_NO	PHASE	ROUTE	LOCATION	LENGTH	WORK TYPE	FUND	TOTAL	FEDERAL	STATE	LOCAL
CRAWFORD										
2005										
<i>Non-Freeway Resurfacing</i>										
72688	A	M-93	CAMP GRAYLING NORTH 2 MILES	2.385	HMA OVERLAY	M	\$235,000	\$0	\$235,000	\$0
72737	A	M-18	ROSC CO LN TO OSCODA CO LN	10.677	HMA OVERLAY	M	\$685,000	\$0	\$685,000	\$0
2006										
<i>Rehab & Reconst.</i>										
48557	A	I-75	CRAWFORD S COL TO US-27	5.927	C&S+RESF	NH	\$4,620,000	\$3,781,470	\$838,530	\$0
DELTA										
2004										
<i>Non-Freeway Resurfacing</i>										
72822	A	M-69	WEST DELTA CO LN TO US-2	6.237	BIT SURF-NFRP	M	\$604,989	\$0	\$604,989	\$0
2005										
<i>Rehab & Reconst.</i>										
54140	A	US-2	CTY RD J-31 TO FFH-13	10.84	ML & RESF	NH	\$2,233,000	\$1,827,711	\$405,290	\$0
DICKINSON										
2005										
<i>Rehab & Reconst.</i>										
55775	A	US-2	WASHINGTON TO MICH. AVE	0.75	RECONST	NH	\$5,100,000	\$4,174,350	\$925,650	\$0
EMMET										
2006										
<i>Bridges</i>										
56864	A	I-75	over Central Street	0	Dk Repl	IM	\$1,443,479	\$1,299,131	\$144,348	\$0
75084	A	I-75	over D&M RR (ABN)	0	CPM	BHI	\$1,277,320	\$1,021,856	\$255,464	\$0

JOB_NO	PHASE	ROUTE	LOCATION	LENGTH	WORK TYPE	FUND	TOTAL	FEDERAL	STATE	LOCAL
GLADWIN										
2004										
<i>Bridges</i>										
76072	A	M-61	4 BRIDGES, BAY & GLADWIN CO.	0	OVLY & CPM	BHT	\$2,526,131	\$2,020,903	\$505,228	\$0
76074	A	M-30	4 Bridges, Gladwin County	0	Conc Ovlys & CPM	BHT	\$661,060	\$528,849	\$132,211	\$0
GOGEBIC										
2004										
<i>Bridges</i>										
60141	A	US-2	2 Brdgs over Ontonagon R.	0	Deep & Shallow Ovly	NH	\$1,251,544	\$1,024,389	\$227,155	\$0
<i>Rehab & Reconst.</i>										
45117	A	US-2	DUCK CR-SB PAINT RIVER	10.029	MILL&RESF	NH	\$3,282,000	\$2,686,317	\$595,683	\$0
47784	A	US-2	W/ E OLD US2 INTR - E/US45	1.543	MILL&RESRF	NH	\$352,000	\$288,000	\$64,000	\$0
47968	A	US-2	PIERCE ST-GREAT LAKES RD	4.445	C&S/RESRF	NH	\$1,426,000	\$1,167,000	\$259,000	\$0
2006										
<i>Bridges</i>										
72905	A	US-2	over Black River	0	Deck Repl, Z-Pt, Substr Rpr	BHN	\$1,182,390	\$945,912	\$236,478	\$0
73590	A	US-2	2 Bridges in Wakefield	0	Deck Repl, Paint	M	\$680,920	\$0	\$680,920	\$0
<i>Rehab & Reconst.</i>										
48344	A	US-2	BESSEMER TO WAKEFIELD	4.68	MILL&RESF	NH	\$3,258,570	\$2,667,140	\$591,431	\$0
GRAND TRAVERSE										
2004										
<i>Capacity Improvement</i>										
52689		M-72	west of Arnold to east of Old M-72	3.58	widen	M	\$93,000	\$0	\$93,000	\$0
52690		M-72	east of Lautner to west of Arnold	1.47	widen	M	\$30,000	\$0	\$30,000	\$0
<i>Passing Relief Lanes</i>										
55213	A	M-113	2 MI E/KINGLSEY	2	CONSTR PRL	ST	\$1,530,000	\$1,252,305	\$277,695	\$0

JOB_NO	PHASE	ROUTE	LOCATION	LENGTH	WORK TYPE	FUND	TOTAL	FEDERAL	STATE	LOCAL
Rehab & Reconst.										
45818	A	M-37	S CO LINE TO M-113	5.944	MILL&RESF	NH	\$1,953,820	\$1,599,202	\$354,618	\$0
2005										
Passing Relief Lanes										
55205	A	M-37	S/VANCE TO N/US-31	1.615	PRL	BT01	\$3,886,400	\$0	\$3,886,400	\$0
2006										
Rehab & Reconst.										
50736	A	US-31	N/ACME-N/N GRND TRV CO LN	7.14	C&S,RES,SF	NH	\$2,763,020	\$2,261,532	\$501,488	\$0
Gratiot										
2004										
Capacity Improvement										
46268		US-127	North of St. John's to Ithaca	9	Corridor Study	M	\$12,000	\$0	\$12,000	\$0
46268	C	US-127	North of St. Johns to Ithaca	9	Corridor Study	M	\$600,000	\$0	\$600,000	\$0
Non-Freeway Resurfacing										
72420	A	US-127BR	US-127BR ITHACA	1.44	ONE COURSE OVERLAY - M FUNDS	M	\$142,000	\$0	\$142,000	\$0
Rehab & Reconst.										
50630	A	US-27BR	MAIN ST E-US-27-ITHACA	1.33	RECON & RESURF	ST	\$1,993,060	\$1,631,319	\$361,741	\$0
Wetland Pre-Mitigation										
72897	A	US-27	SW Quardrant of US27/M59	0	Wetland Mitigation	NH	\$400,000	\$327,400	\$72,600	\$0
2005										
Bridges										
56772	A	US-127	10 BRIDGES ON US-127	0	2 DK REPL, 6 OVLY, 2 CPM	NH	\$4,057,000	\$3,320,655	\$736,345	\$0
Capacity Improvement										
46268	C	US-127	North of St. John's to Ithaca	9	Corridor Study	M	\$650,000	\$0	\$650,000	\$0

JOB_NO	PHASE	ROUTE	LOCATION	LENGTH	WORK TYPE	FUND	TOTAL	FEDERAL	STATE	LOCAL
HILLSDALE										
2005										
<i>Rehab & Reconst.</i>										
50715	A	M-34	M-99 TO US-127	10.598	CRSH&SHAPE	ST	\$5,849,500	\$4,787,816	\$1,061,684	\$0
75182	A	M-99	BACON TO FAYETTE	1.05	RECONSTRUCTION	M	\$3,729,000	\$0	\$3,729,000	\$0
75210	A	M-99	HILLSDALE SCL TO BACON	0.89	MILL & RESF	ST	\$2,656,000	\$2,173,937	\$482,063	\$0
2006										
<i>Rehab & Reconst.</i>										
60299	A	US-12	MOSCOW RD TO LENAWEE CO LN	7.8	MILL & RESURFACE	NH	\$5,722,000	\$4,683,457	\$1,038,543	\$0
HOUGHTON										
2004										
<i>Non-Freeway Resurfacing</i>										
60061	A	M-26	HOUGHTON CO LN TO CO RD 540	19.7	BIT SURF-NFRP	M	\$1,907,020	\$0	\$1,907,020	\$0
<i>Passing Relief Lanes</i>										
51413	A	US41	S/WHITE ST-N/CAMPUS DR	1.4	PASS RELF	M	\$1,835,000	\$0	\$1,835,000	\$0
<i>Rehab & Reconst.</i>										
47835	A	US-41	AGENT ST TO KEWENAW CO	5.53	ML&RESF	NH	\$3,083,229	\$2,523,623	\$559,606	\$0
60505	A	M-26	CEMETARY TO DODGEVILL RD	2.83	BIT RECONST	STS	\$1,527,000	\$1,249,850	\$277,150	\$0
2005										
<i>Bridges</i>										
72973	A	M-28	over Jumbo Creek	0	Deep Overlay	M	\$450,028	\$0	\$450,028	\$0
2006										
<i>Rehab & Reconst.</i>										
53244	A	M-26	KEARSARCE TO STANTON	2.4	CRUSH&RESF	NH	\$1,859,000	\$1,521,592	\$337,409	\$0

JOB_NO	PHASE	ROUTE	LOCATION	LENGTH	WORK TYPE	FUND	TOTAL	FEDERAL	STATE	LOCAL
HURON										
2004										
<i>Non-Freeway Resurfacing</i>										
72102	A	M-142	M-25 TO CASEVILLE	4.94	ONE - COURSE OVERLAY M FUNDED	M	\$469,000	\$0	\$469,000	\$0
<i>Rehab & Reconst.</i>										
50617	A	M-25	HARBOR BEACH S-NCL	1.06	RECONST	ST	\$3,486,366	\$2,853,591	\$532,775	\$100,000
75128	A	M-25	SCL TO NCL HARBOR BEACH	1	TREE PLANTING / LANDSCAPING	ST	\$20,000	\$16,370	\$3,630	\$0
2005										
<i>Non-Freeway Resurfacing</i>										
56939	A	M-53	M142 TO KINDE RD	7.74	1 COURSE OVERLAY	M	\$729,000	\$0	\$729,000	\$0
<i>Rehab & Reconst.</i>										
53335	A	M-53	S POPPLE - OUTER	5.81	TWO-CSE OVRLY/SHLDRS	M	\$2,452,040	\$0	\$2,452,040	\$0
2006										
<i>Non-Freeway Resurfacing</i>										
72107	A	M-53	M-53, KINDE - PT AUSTIN	8.56	ONE COURSE OVERLAY - M FUNDS	M	\$821,000	\$0	\$821,000	\$0
IONIA										
2004										
<i>Bridges</i>										
51461	A	M-50	ov Tupper River	0	Spstr Rpr	ST	\$55,000	\$45,018	\$9,982	\$0
<i>Rehab & Reconst.</i>										
45857	A	M-50	LK ODESSA WVL - W/CO LINE	1.33	RECON & MILL+RSRF	ST	\$2,196,000	\$1,797,426	\$398,574	\$0
<i>Weigh Stations</i>										
52656	A	I-96 WB	Ionia Weigh Station	0	Demolition	M	\$100,000	\$0	\$100,000	\$0
2005										
<i>Rehab & Reconst.</i>										
60415	A	M-21	HAYNOR ST E TO M-66 (E JCT)	0.797	RECONSTRUCT	ST	\$1,757,000	\$1,438,105	\$318,895	\$0

JOB_NO	PHASE	ROUTE	LOCATION	LENGTH	WORK TYPE	FUND	TOTAL	FEDERAL	STATE	LOCAL
2006										
<i>Bridges</i>										
60519	A	M-21	over Maple River	0	Deep Overlay	ST	\$549,000	\$449,357	\$99,643	\$0
60520	A	M-21	over Stoney Creek	0	Deep Overlay	BHT	\$381,000	\$304,800	\$76,200	\$0
<i>Rehab & Reconst.</i>										
56705	A	M-66	M21 N TO APPLE TREE LN (IONIA)	0.7	BIT RECONSTRUCT & WDN 2-3 LNS	ST	\$1,325,000	\$1,084,513	\$240,487	\$0
75060	A	M-66	PORTLAND RD TO GRND RVR AVE	0.864	HMA COLDMILL & HMA RSRF	ST	\$1,016,000	\$831,597	\$184,403	\$0
75077	A	M-21	MUIR WVL EAST TO COOK RD	4.179	HMA COLDMILL, HMA RSRF, JT RPR	ST	\$1,768,000	\$1,447,108	\$320,892	\$0
IOSCO										
2005										
<i>Bridges</i>										
57069	A	US-23	over Ausable River	0	Deep Ovly	NH	\$717,017	\$586,878	\$130,139	\$0
IRON										
2004										
<i>Rehab & Reconst.</i>										
36557	A	US-2 AND 141	CITY OF CRYSTAL FALLS	0	STRM SWR SPRTN	NH	\$564,000	\$462,000	\$102,000	\$0
2005										
<i>Bridges</i>										
60157	A	US-141	over Paint River	0	Deep Overlay	ST	\$399,748	\$327,194	\$72,554	\$0
<i>Rehab & Reconst.</i>										
60292	A	US-2	CHICAUGON TO OSS RD	2	BIT RECON	NH	\$5,660,000	\$4,632,710	\$1,027,290	\$0
ISABELLA										
2005										
<i>Rehab & Reconst.</i>										
60425	A	US-10	US-127 TO ISABELLA E COL	7.246	CONC RESTORATION	NH	\$3,984,000	\$3,260,904	\$723,096	\$0

JOB_NO	PHASE	ROUTE	LOCATION	LENGTH	WORK TYPE	FUND	TOTAL	FEDERAL	STATE	LOCAL
KALKASKA										
2005										
<i>Non-Freeway Resurfacing</i>										
72676	A	M-66	M-66 from Missauke Co to M-72	13.753	1.5" HMA Overlay	M	\$1,198,200	\$0	\$1,198,200	\$0
KEWEENAW										
2004										
<i>Discretionary</i>										
75341	A	M-26	at Jobcob's Creek Waterfall	0.1	Culvert Replacement	M	\$120,000	\$0	\$120,000	\$0
LAPEER										
2004										
<i>Capacity Improvement</i>										
31330	C	M-24	BRAUER ROAD TO PRATT ROAD	5	WIDEN ROADWAY	JST	\$1,000,000	\$818,500	\$181,500	\$0
55908	B	M-24	Pratt Road to I-69	4.894	Widen Roadway	ST	\$2,500,000	\$2,046,250	\$453,750	\$0
55908	C	M-24	Pratt Road to I-69	4.894	Widen Roadway	M	\$125,000	\$0	\$125,000	\$0
2005										
<i>Capacity Improvement</i>										
55908	A	M-24	Pratt Road to I-69	4.894	Widen Roadway	NH	\$20,200,000	\$16,533,700	\$3,666,300	\$0
55908	B	M-24	Pratt Road to I-69	4.894	Widen Roadway	ST	\$2,500,000	\$2,046,250	\$453,750	\$0
55908	C	M-24	Pratt Road to I-69	4.894	Widen Roadway	M	\$900,000	\$0	\$900,000	\$0
LEELANAU										
2004										
<i>Non-Freeway Resurfacing</i>										
72655	A	M-109	M109/M22 Co Rd 616 -Co Rd 677	8.11	1.5" HMA Overlay	M	\$770,100	\$0	\$770,100	\$0

JOB_NO	PHASE	ROUTE	LOCATION	LENGTH	WORK TYPE	FUND	TOTAL	FEDERAL	STATE	LOCAL
LENAWEE										
2004										
<i>Rehab & Reconst.</i>										
50714	A	US-12	M-50 TO M-52	11.284	MILL&RESRF	NH	\$6,311,000	\$5,165,554	\$1,145,446	\$0
75176	A	US-223BR	US-223 TO M-52	2.026	Mill & Resurf, Reconstruct	M	\$1,844,000	\$0	\$1,774,000	\$70,000
2005										
<i>Bridges</i>										
53273	A	US-223 BR	Ov S Br Raisin River	0	Sub Rpr	BHT	\$92,000	\$73,600	\$18,400	\$0
<i>Rehab & Reconst.</i>										
43521	A	M-52	PINE ST-US-223-FRFLD&JSP	5.541	RBLZ&RESF	ST	\$4,349,000	\$3,559,657	\$789,343	\$0
2006										
<i>Bridges</i>										
60123	A	US-223	ov MDOT RR & M-34, Adrian	0	Bridge Replacement	BRN	\$4,413,432	\$3,530,746	\$882,686	\$0
60124	A	US-223	over South Branch Raisin River	0	Thin Overlay	M	\$176,620	\$0	\$176,620	\$0
60125	A	M-34	over Bear Creek, Hudson Twp.	0	Culvert Replacement	ST	\$565,881	\$463,174	\$102,707	\$0
73765	A	M-52	over Black Creek	0	Deck Replacement	M	\$287,462	\$0	\$287,462	\$0
<i>Rehab & Reconst.</i>										
56981	A	M34	M-156 TO BEECHER RD	5.672	CIPR & RESURFACE	ST	\$4,643,000	\$3,800,296	\$842,704	\$0
57104	A	M52	OHIO STATE LINE - PINE ST	5.413	RUBBLIZE & RESURF	ST	\$4,427,000	\$3,623,500	\$803,500	\$0
75211	A	US-12	US-127 TO M-50	7.43	ROAD - RESURFACE, MILL AND PUL	NH	\$5,489,000	\$0	\$0	\$0
LUCE										
2005										
<i>Non-Freeway Resurfacing</i>										
72828	A	M-123	N OF SKYLINE TRUCK TR TO TRUMA	11.419	BIT SURF-NFRP	M	\$1,107,643	\$0	\$1,107,643	\$0
<i>Passing Relief Lanes</i>										
55438	A	M-28	CR 381(SOO JNCT RD) WLY 2MI	2	PSG RLF LN	M	\$1,633,000	\$0	\$1,633,000	\$0

JOB_NO	PHASE	ROUTE	LOCATION	LENGTH	WORK TYPE	FUND	TOTAL	FEDERAL	STATE	LOCAL
Rehab & Reconst.										
45658	A	M-28	CR 393 E. TO THE HENDRIE RIV	8.5	MILL&RESF	NH	\$2,806,000	\$2,296,711	\$509,289	\$0
Mackinac										
2004										
Discretionary										
77191	A	US-2	Lake Michigan Sand Dunes	4.072	Shoreline Stabilization	M	\$201,375	\$0	\$201,375	\$0
2005										
Bridges										
73124	A	I-75	under M-123, Mackinac County	0	Deep Overlay	M	\$302,265	\$0	\$302,265	\$0
Rehab & Reconst.										
45617	A	US-2	HIAWATHA TRAIL-WORTH RD	4.28	MILL&RESF	NH	\$977,000	\$799,675	\$177,326	\$0
75291	A	I-75	US-2 to N of Portage St.	1.01	BIT RECONSTR	IR	\$7,217,000	\$6,495,300	\$721,700	\$0
2006										
Rehab & Reconst.										
50746	A	I-75	M134-3.75 MILES S/N COL	5.6	BIT OVLY	I	\$4,970,000	\$4,473,000	\$497,000	\$0
MANISTEE										
2004										
Bridges										
58888	A	M-115	2 Bridges over Betsie R.	0	Dk Repl	ST	\$1,778,619	\$1,455,800	\$322,819	\$0
59518	A	US-31	over Manistee River	0	Deep Ovly	BHN	\$2,978,559	\$2,382,847	\$595,712	\$0
Rehab & Reconst.										
76113	A	M-110	US-31 TO KATT RD	1.78	TURN BACK	M	\$364,000	\$0	\$364,000	\$0
2006										
Bridges										
58887	A	M-115	over CSX RR (ABN)	0	Ovly	ST	\$467,272	\$382,462	\$84,810	\$0

JOB_NO	PHASE	ROUTE	LOCATION	LENGTH	WORK TYPE	FUND	TOTAL	FEDERAL	STATE	LOCAL
MARQUETTE										
2004										
<i>Bridges</i>										
59450	A	US-41	over Big Creek, Marquette Co.	0	Deck Repl	BHT	\$557,353	\$445,882	\$111,471	\$0
76026	A	M-35	over Warner Creek	0	Deep Overlay	ST	\$150,505	\$123,188	\$27,317	\$0
<i>Michigan Institutional Roads</i>										
77218	A	Basil Farm Rd	Prison Dairy Farm to US-41	0	Reconstruct and New Road	MIR	\$220,000	\$0	\$220,000	\$0
2005										
<i>Bridges</i>										
59960	A	M-28	over Chocolay River	0	Deep Overlay	NH	\$559,914	\$458,290	\$101,624	\$0
74454	A	US-41	over LS&I RR (ABN)	0	Replace Bridge w/ Culvert	BRT	\$729,077	\$583,262	\$145,815	\$0
<i>Passing Relief Lanes</i>										
59130	A	M-28	KAWABAWGAM TO SCENIC TRN OUT	2	PSG RLF LN	M	\$1,978,000	\$0	\$1,978,000	\$0
<i>Rehab & Reconst.</i>										
47790	A	M-28	US-41 TO ALGER CO LINE	11.23	BIT RESF	NH	\$3,098,000	\$2,535,713	\$562,287	\$0
2006										
<i>Rehab & Reconst.</i>										
55930	A	M-95	REPUBLIC TO US-41	6.39	RCYCL&RESF	NH	\$2,194,576	\$1,796,261	\$398,316	\$0
MECOSTA										
2004										
<i>Bridges</i>										
51906	A	US-131OLD	Ov Mitchell Crk in Big Rapids	0	Deck Repl	ST	\$449,000	\$367,507	\$81,493	\$0
60518	A	M-20	over Muskegon River	0	Replace Approach Pavement	M	\$221,045	\$0	\$221,045	\$0
2005										
<i>Non-Freeway Resurfacing</i>										
72785	A	M-66	M-20 NORTH TO 17 MILE RD	7.79	MILL, RSRF & CROWN CORR	M	\$768,000	\$0	\$768,000	\$0

JOB_NO	PHASE	ROUTE	LOCATION	LENGTH	WORK TYPE	FUND	TOTAL	FEDERAL	STATE	LOCAL
MENOMINEE										
2004										
<i>Rehab & Reconst.</i>										
44958	A	M-69	0.05 MI W/ COL-LABRANCHE	11.133	CRUSH & RESF	M	\$2,324,000	\$0	\$2,324,000	\$0
2005										
<i>Bridges</i>										
58381	A	US-41	over Menominee River	0	Bridge Repl	BRT	\$3,420,000	\$2,736,000	\$684,000	\$0
75858	A	US-2	over Big Cedar Creek	0	Deck Repl	BHN	\$317,463	\$253,970	\$63,493	\$0
<i>Rehab & Reconst.</i>										
73615	A	US-2	WEST MENOMINEE CO TO POWERS	10.15	MILL&RESF	NH	\$3,150,000	\$2,578,275	\$571,725	\$0
MIDLAND										
2006										
<i>Rehab & Reconst.</i>										
56966	A	US-10BR	WASH US-10 FWY	2.5	BITUMINOUS OVERLAY	NH	\$2,452,000	\$2,006,962	\$408,738	\$36,300
MISSAUKEE										
2005										
<i>Bridges</i>										
53753	A	M-66	Ov Clam River	0	Deep Ovly	ST	\$235,400	\$192,675	\$42,725	\$0
<i>Non-Freeway Resurfacing</i>										
72643	A	M-66	in Missaukee Co	13.69	1.5" HMA Overlay	M	\$1,306,000	\$0	\$1,306,000	\$0
<i>Passing Relief Lanes</i>										
59430	A	M-55	8 MI RD TO STEVENS RD	1.678	EB,WB PRL	M	\$1,352,000	\$0	\$1,352,000	\$0

JOB_NO	PHASE	ROUTE	LOCATION	LENGTH	WORK TYPE	FUND	TOTAL	FEDERAL	STATE	LOCAL
MONTCALM										
2004										
<i>Bridges</i>										
48736	A	M-46	Ov Tamarack Crk, Winfield Twp	0	Sstr Rpr	MG	\$161,000	\$131,779	\$29,221	\$0
2005										
<i>Rehab & Reconst.</i>										
53379	A	M-46	MILES RD E TO M-66	4.648	MILL+RSRF	M	\$2,376,000	\$0	\$2,376,000	\$0
56691	A	M-46	SECOND ST EAST TO LEWIS ST	0.243	HMA COLDMILL, HMA RSRF, JT RPR	M	\$217,000	\$0	\$217,000	\$0
MONTMORENCY										
2004										
<i>Non-Freeway Resurfacing</i>										
72701	A	M33	FROM CO RD 612 TO M-32	6.73	1.5" HMA OVERLAY	M	\$432,000	\$0	\$432,000	\$0
2006										
<i>Rehab & Reconst.</i>										
74925	A	M33	M-32 TO PRESQUE ISLE CO. LINE	14.292	CRUSH & SHAPE, HMA PAVING, ETC	ST	\$2,420,000	\$1,980,771	\$439,229	\$0
NEWAYGO										
2004										
<i>Jurisdictional Transfer</i>										
53767	A	M-20	M-37 east to Webster Road	0.711	RECONSTRUCT	M	\$2,409,000	\$0	\$2,409,000	\$0
2005										
<i>Rehab & Reconst.</i>										
56914	A	M-20	E/BEECH RD TO E/NEWCOSTA RD	2.156	CRUSH & SHAPE, HMA RSRF	ST	\$1,641,000	\$1,343,159	\$297,841	\$0
2006										
<i>Jurisdictional Transfer</i>										
60572	A	M-20	Webster Street to Catalpa Road	0.399	Reconstruction	NH	\$4,001,000	\$3,274,819	\$726,181	\$0

JOB_NO	PHASE	ROUTE	LOCATION	LENGTH	WORK TYPE	FUND	TOTAL	FEDERAL	STATE	LOCAL
OCEANA										
2004										
<i>Bridges</i>										
60561	A	US-31	4 Brdgs ov CSX RR (ABN)	0	CSM/CPM	BHN	\$1,187,380	\$949,904	\$237,476	\$0
<i>Non-Freeway Resurfacing</i>										
72831	A	M-20	E/US31(OLD) TO E/144TH ST	8	COLD MILL+RESURFACE	M	\$793,000	\$0	\$793,000	\$0
2005										
<i>Rehab & Reconst.</i>										
75074	A	Old US-31	HARRISON RD TO MONROE RD	3.041	JURISDICTIONAL TRANSFER	M	\$1,327,000	\$0	\$1,327,000	\$0
OGE MAW										
2004										
<i>RoadSides</i>										
74148	A	I-75 SB	Nine Mile Hill Rest Area	0	new construction/existing site	IM	\$1,175,000	\$1,057,500	\$117,500	\$0
2005										
<i>Bridges</i>										
75089	A	I-75	4 bridges, Ogemaw County	0	P&H Repl, Z-Paint, PCI Rpr	BHI	\$1,130,235	\$904,188	\$226,047	\$0
ONTONAGON										
2004										
<i>Bridges</i>										
73725	A	M-64	ov E. Slough of Ontonagon R.	0	Deck Patching	BHT	\$47,142	\$37,713	\$9,429	\$0
2005										
<i>Bridges</i>										
33263	A	M-64	B12 OV ONTONAGON RIVER	0.058	New Structure on Reloc.RTE.	BRT	\$24,750,000	\$19,800,000	\$3,254,500	\$1,695,500
<i>Non-Freeway Resurfacing</i>										
60300	A	US-45	M-26 - ONTONAGON - GREENLAND	24.573	BIT SURF-NFRP	M	\$2,359,962	\$0	\$2,359,962	\$0

JOB_NO	PHASE	ROUTE	LOCATION	LENGTH	WORK TYPE	FUND	TOTAL	FEDERAL	STATE	LOCAL
72826	A	M-28	EAST HOUGHTON CO LINE WEST	17.205	BIT SURF-NFRP	M	\$1,501,996	\$0	\$1,501,996	\$0
2006										
<i>Passing Relief Lanes</i>										
55437	A	M-28	W CTY LINE ELY 1.77 MI	1.77	PSG RLF LN	M	\$1,667,000	\$0	\$1,667,000	\$0
OSCEOLA										
2004										
<i>Non-Freeway Resurfacing</i>										
72641	A	M-66	from US-10 to M-115	8.97	1.5" HMA Overlay	M	\$732,000	\$0	\$732,000	\$0
<i>Rehab & Reconst.</i>										
50699	A	US-131NB	N/US-10 TO N/LUTHER RD	9.172	C&S,RESURF	NH	\$3,080,000	\$2,520,980	\$559,020	\$0
50700	A	M-115	45 MILE RD TO CROCKER CR	8.612	CIPRECYCLE	ST	\$2,992,000	\$2,448,952	\$543,048	\$0
2005										
<i>Bridges</i>										
53758	A	M-66	Ov Middle Branch River	0	Deep Ovly	ST	\$294,800	\$241,294	\$53,506	\$0
<i>Rehab & Reconst.</i>										
53048	A	US-131 SB	N/US-10 TO S/LUTHER RD	7.745	C&S,RESF	M	\$2,330,000	\$0	\$2,330,000	\$0
2006										
<i>Rehab & Reconst.</i>										
56736	A	US-131SB	S/LUTHER RD TO X01 OF 83031	12.148	JT REPAIR, BIT RESURFACE	M	\$4,240,000	\$0	\$4,240,000	\$0
56741	A	US-10	200TH AVE TO W/175TH AVE	2.32	C&S, BIT RESURF, REGRADE	M	\$1,987,000	\$0	\$1,987,000	\$0
OSCODA										
2005										
<i>Non-Freeway Resurfacing</i>										
72732	A	M72	CRAWFORD CO LN TO MIO	13.447	1.5" HMA OVERLAY	M	\$744,000	\$0	\$744,000	\$0
<i>Rehab & Reconst.</i>										
53300	A	M33	S OSCODA CO LINE TO MIO	9.48	C&S, RESF	ST	\$4,946,710	\$4,048,882	\$897,828	\$0

JOB_NO	PHASE	ROUTE	LOCATION	LENGTH	WORK TYPE	FUND	TOTAL	FEDERAL	STATE	LOCAL
Wetland Pre-Mitigation										
76612	A	M-33	Clinton Twp T28N, R3E, Sec. 22	0	Wetland Construction	M	\$500,000	\$0	\$500,000	\$0
OTSEGO										
2004										
Bridges										
56853	A	I-75	5 Brgs on I-75, Crawford Co.	0	Overlay	IM	\$2,710,000	\$2,439,000	\$271,000	\$0
76287	A	I-75	under Mill Street, Vanderbilt	0	Deep Overlay, Substr Rpr	BHI	\$373,555	\$298,844	\$74,711	\$0
PRESQUE ISLE										
2004										
Non-Freeway Resurfacing										
72696	A	M68	FROM 9TH ST TO CURTIS RD	18.51	1.5" HMA OVERLAY	M	\$1,011,000	\$0	\$1,011,000	\$0
72700	A	M65	FROM GRAND LAKE HWY TO US-23	4.367	1.5" HMA OVERLAY	M	\$414,000	\$0	\$414,000	\$0
ROSCOMMON										
2004										
Bridges										
60232	A	US-27	NB & SB under County Rd. 402	0	Paint, Jts, P&H	M	\$682,280	\$0	\$682,280	\$0
Rehab & Reconst.										
44828	A	M-18	SOUTH COUNTY LINE-M-55	10.349	MILL&RESF	ASTT	\$1,946,000	\$0	\$1,946,000	\$0
SANILAC										
2004										
Non-Freeway Resurfacing										
48592	A	M-46	RUTH RD TO WVL CARSONV	2.49	BIT OVERLAY	M	\$236,000	\$0	\$236,000	\$0
2006										
Rehab & Reconst.										
53332	A	M-53	M-46 TO SEVERENCE	9.01	TWO-COURSE OVERLAY	M	\$3,230,000	\$0	\$3,230,000	\$0

JOB_NO	PHASE	ROUTE	LOCATION	LENGTH	WORK TYPE	FUND	TOTAL	FEDERAL	STATE	LOCAL
SCHOOLCRAFT										
2004										
<i>Bridges</i>										
59477	A	M-94	over Manistique River	0	Partial Bridge Replacement	BRT	\$2,527,758	\$2,022,206	\$505,552	\$0
<i>Non-Freeway Resurfacing</i>										
72824	A	M-94	DODGE LAKE RD TO M-28	23.349	BIT SURF-NFRP	M	\$2,264,853	\$0	\$2,264,853	\$0
2006										
<i>Bridges</i>										
73508	A	M-94	over Indian River	0	CPM - Paint, P&H, Joints	BHT	\$426,395	\$341,117	\$85,278	\$0
<i>Rehab & Reconst.</i>										
57786	A	M-28	W TO E SCHOOLCRAFT CO	22.436	BIT RESF	NH	\$5,502,000	\$4,503,387	\$998,613	\$0
SHIAWASSEE										
2004										
<i>Bridges</i>										
51768	A	M-52	Ov Shiawassee River, Owosso	0	Bridge Rpl	ABRT	\$2,538,000	\$2,030,400	\$507,600	\$0
<i>Rehab & Reconst.</i>										
50572	A	M-21	W CO LN TO CHESTNUT ST	8.15	MILL&RESRF	ST	\$4,148,000	\$3,395,138	\$752,862	\$0
75612	A	M21	Gould St-Stanley St	2.36	Coldmill & HMA resurf	ST	\$3,550,000	\$2,905,675	\$644,325	\$0
2005										
<i>Rehab & Reconst.</i>										
75196	A	M-21	DELANEY TO CHESTNUT	0.5	MILL & RESF	M	\$1,948,000	\$0	\$1,948,000	\$0
ST. JOSEPH										
2004										
<i>New Roads - Capacity Expansion</i>										
46269		US-131	State Line to N Twp Line Lockport Twp	12	Study	M	\$1,000,000	\$0	\$1,000,000	\$0

JOB_NO	PHASE	ROUTE	LOCATION	LENGTH	WORK TYPE	FUND	TOTAL	FEDERAL	STATE	LOCAL
2005										
<i>New Roads - Capacity Expansion</i>										
46269		US-131	State Line to N Twp Line Lockport Twp	12	Study	M	\$475,000	\$0	\$475,000	\$0
<i>Non-Freeway Resurfacing</i>										
74053	A	M-60	EVL Mendon-M-66/M-60 Split	1	NFRP	M	\$145,500	\$0	\$145,500	\$0
<i>Rehab & Reconst.</i>										
50761	A	M-60	Little Portage Cr to Lake St	0.08	Drainage Repair	ST	\$275,000	\$225,088	\$49,912	\$0
2006										
<i>Bridges</i>										
60491	A	M-86	ov St. Joseph River Tailrace	0	Culvert superstructure repl	M	\$186,113	\$0	\$186,113	\$0
73771	A	M-86	over Swan Creek, Colon	0	Bridge Replacement	BRT	\$1,683,147	\$1,346,517	\$336,630	\$0
<i>Rehab & Reconst.</i>										
50768	A	US-12	Centerville Rd to ECL Sturgis	1.64	Reconst	ST	\$2,900,000	\$2,373,650	\$526,350	\$0
50773	A	M-216	Marcellus to US-131	8.772	Resurf.	M	\$480,000	\$0	\$480,000	\$0
TUSCOLA										
2004										
<i>Michigan Institutional Roads</i>										
76506	A	Campus Drive	from Graf Rd to Dickerson Dr	0.38	Resurfacing	MIR	\$220,000	\$0	\$220,000	\$0
<i>Rehab & Reconst.</i>										
50615	A	M-81	COLLING TO M-24 IN CARO	1.916	RESF&RECONST	STT	\$4,499,664	\$3,682,975	\$780,023	\$36,666
75129	A	M-81	COLLING RD TO M-24	1.369	TREE PLANTING / LANDSCAPING	ST	\$42,000	\$34,377	\$7,623	\$0
2005										
<i>Non-Freeway Resurfacing</i>										
50619	A	M-138	SHREEVES RD-WVL AKRON	3.44	ONE-COURSE OVERLAY	M	\$336,000	\$0	\$336,000	\$0
53327	A	M-138	VASSAR RD - SHREEVES RD	2.47	ONE-COURSE OVERLAY	M	\$242,000	\$0	\$242,000	\$0

JOB_NO	PHASE	ROUTE	LOCATION	LENGTH	WORK TYPE	FUND	TOTAL	FEDERAL	STATE	LOCAL
VAN BUREN										
2004										
<i>Bridges</i>										
75915	A	I-196	SB over 32nd Ave.	0	Substr Rpr	BHI	\$83,153	\$66,523	\$16,630	\$0
2006										
<i>Rehab & Reconst.</i>										
32382	A	M40	VANBUREN ST N-MILL LK RD	0.497	Resurface	DST	\$326,000	\$266,831	\$59,169	\$0
53350	A	I-94	I-94, M-51 to Kalamazoo Co.	12.005	Conc Inlay	IM	\$16,650,000	\$14,985,000	\$1,665,000	\$0
WEXFORD										
2004										
<i>New Roads - Capacity Expansion</i>										
58344	A	M-42	Old US-131 to US-131 Interchange, Manto	0.617	Widen to three lanes	NH	\$1,295,000	\$1,059,958	\$235,042	\$0
58344	B	M-42	Old US-131 to US-131 Interchange, Manto	0.617	Widen to three lanes	M	\$225,000	\$0	\$225,000	\$0
58344	C	M-42	Old US-131 to US-131 Interchange, Manto	0.617	Widen to three lanes	M	\$30,000	\$0	\$30,000	\$0
<i>Non-Freeway Resurfacing</i>										
72642	A	M-37	10 Mile Rd to S. of M-55	5.62	Cold Mill & HMA Resurfacing	M	\$569,000	\$0	\$569,000	\$0
2005										
<i>Rehab & Reconst.</i>										
52691	A	US-131	6 1/2 Rd to North of M-113	3.725	INTRS IMPR	NH	\$1,884,000	\$1,542,054	\$341,946	\$0
58800	A	M-115	WHITE PINE TR TO 48 RD	1.384	GR LIFT, BIT PAVEMENT	NH	\$1,241,000	\$1,015,759	\$225,241	\$0
2006										
<i>Rehab & Reconst.</i>										
53355	A	M-115	SUNNYSIDE DR TO WHITE PINE TR	1.571	MILL & OVERLAY; JT REPAIRS	NH	\$1,313,000	\$1,074,691	\$238,309	\$0

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM 2004 - 2006

JOB_NO	PHASE	ROUTE	LOCATION	LENGTH	WORK TYPE	FUND	TOTAL	FEDERAL	STATE	LOCAL
Statewide										
2004										
<i>Bridges</i>										
77423	A	Regionwide	University-Regionwide		Warranty Inspection	M	\$10,000	\$0	\$10,000	\$0
<i>Enhancement</i>										
	GPA	Statewide	Regionwide		Enhancements - Local	ST	\$17,416,413	\$11,843,161	\$0	\$5,573,252
	GPA	Statewide	Regionwide		Enhancements -Trunkline	ST	\$18,220,248	\$11,843,161	\$6,377,087	\$0
<i>Local (Local is Responsible Agency (RA))</i>										
	GPA	Statewide	RA=Cities/Counties		Local Bridge	BRR	\$13,695,151	\$10,271,363	\$3,423,788	\$0
	GPA	Statewide	RA=Cities/Counties		Local Highway Safety	ST	\$0	\$0	\$0	\$0
	GPA	Statewide	RA=Cities/Counties		Local Rail/Highway Crossing	STR	\$2,829,722	\$1,904,403	\$925,319	\$0
	GPA	Statewide	RA=Rural Task Forces		Rural Task Forces	ST/M	\$34,211,553	\$29,920,048	\$4,291,505	\$0
	GPA	Statewide	RA=Cities/Villages		Small Urban Areas	ST	\$9,059,753	\$6,277,882	\$2,781,871	\$0
<i>Rehab & Reconst</i>										
	GPA	Statewide	Regionwide		Capital Preventive Maint.Highway	M	\$31,035,886	\$10,323,492	\$20,712,394	\$0
	GPA	Statewide	Regionwide		Preliminary Engineering and Contingency	ST	\$19,331,447	\$15,465,158	\$3,866,289	\$0
60086	A	Regionwide	Bay - Regionwide		R&R Warranty Inspection	M	\$20,000	\$0	\$20,000	\$0
77415	A	Regionwide	Grand-Regionwide		Warranty Inspection	M	\$25,000	\$0	\$25,000	\$0
77424	A	Regionwide	University - Regionwide		Warranty Inspection	M	\$10,000	\$0	\$10,000	\$0
<i>Roadside & Weigh Stations</i>										
		Statewide	Regionwide		Advanced Technology	ST	\$50,000	\$40,000	\$10,000	\$0
		Statewide	Regionwide		Statewide Capital Needs	ST	\$100,000	\$80,000	\$20,000	\$0
<i>Studies & Assorted Work</i>										
		Statewide	Regionwide		Bureau of Hwy. Training Budget	ST	\$3,000,000	\$2,400,000	\$600,000	\$0

JOB_NO	PHASE	ROUTE	LOCATION	LENGTH	WORK TYPE	FUND	TOTAL	FEDERAL	STATE	LOCAL
		Statewide	Regionwide		DBE Support Services Prog	SST	\$257,500	\$257,500	\$0	\$0
		Statewide	Regionwide		Local Tech Assistance Prog	ST	\$964,000	\$800,000	\$132,000	\$32,000
		Statewide	Regionwide		Non-Discretionary M Program	M	\$27,200,700	\$0	\$27,200,700	\$0
		Statewide	Regionwide		Program Development/Scoping	M	\$12,498,549	\$0	\$12,498,549	\$0
<i>Transit</i>										
	GPA	Statewide	Section 5309		Capital Bus	FTA	\$12,500,000	\$10,000,000	\$2,500,000	\$0
	GPA	Statewide	Section 5309		Capital New Starts	FTA	\$0	\$0	\$0	\$0
	GPA	Statewide	Section 5310		Elderly & Disabled	FTA	\$3,000,000	\$2,400,000	\$600,000	\$0
	GPA	Statewide			Job Access/Reverse Commute	FTA	\$4,197,000	\$2,098,500	\$2,098,500	\$0
	GPA	Statewide			New Freedom Initiative	FTA	\$4,565,000	\$2,282,500	\$2,282,500	\$0
	GPA	Statewide	Section 5311		Non-UZA Formula	FTA	\$13,898,000	\$13,648,000	\$250,000	\$0
	GPA	Statewide	Section 5311		RTAP	FTA	\$180,000	\$180,000	\$0	\$0
<i>Trunkline Bridges - CSM</i>										
		Statewide	Regionwide		Capital Scheduled Maintenance	ST	\$10,000,000	\$8,000,000	\$2,000,000	\$0
<i>Undefined</i>										
75757	A	Statewide	DBE FY 2004		Support Services	M	\$257,500	\$0	\$257,500	\$0
2005										
<i>Enhancement</i>										
	GPA	Statewide	Regionwide		Enhancements - Local	ST	\$0	\$0	\$0	\$0
	GPA	Statewide	Regionwide		Enhancements - Trunkline	ST	\$0	\$0	\$0	\$0
<i>Local (Local is Responsible Agency (RA))</i>										
	GPA	Statewide	RA=Cities/Counties		Local Bridge	BRR	\$13,695,151	\$10,271,363	\$3,423,788	\$0
	GPA	Statewide	RA=Cities/Counties		Local Highway Safety	ST	\$0	\$0	\$0	\$0
	GPA	Statewide	RA=Cities/Counties		Local Rail/Highway Crossing	STR	\$2,829,722	\$1,904,403	\$925,319	\$0
	GPA	Statewide	RA=Rural Task Forces		Rural Task Forces	ST/M	\$26,602,520	\$20,859,109	\$5,743,411	\$0
	GPA	Statewide	RA=Cities/Villages		Small Urban Areas	ST	\$0	\$0	\$0	\$0

JOB_NO	PHASE	ROUTE	LOCATION	LENGTH	WORK TYPE	FUND	TOTAL	FEDERAL	STATE	LOCAL
<i>Rehab & Reconst</i>										
	GPA	Statewide	Regionwide		Capital Preventive Maint.Highway	M	\$31,035,886	\$10,323,492	\$20,712,394	\$0
	GPA	Statewide	Regionwide		Preliminary Engineering and Contingency	ST	\$25,628,093	\$20,502,474	\$5,125,619	\$0
	GPA	Statewide	Regionwide		Trunkline Highway Safety	ST	\$18,229,400	\$14,583,520	\$3,645,880	\$0
<i>Roadside & Weigh Stations</i>										
		Statewide	Regionwide		Advanced Technology	ST	\$50,000	\$40,000	\$10,000	\$0
		Statewide	Regionwide		Statewide Capital Needs	ST	\$100,000	\$80,000	\$20,000	\$0
<i>Studies & Assorted Work</i>										
		Statewide	Regionwide		Bureau of Hwy. Training Budget	ST	\$3,000,000	\$2,400,000	\$600,000	\$0
		Statewide	Regionwide		DBE Support Services Prog	SST	\$257,500	\$257,500	\$0	\$0
		Statewide	Regionwide		Local Tech Assistance Prog	ST	\$964,000	\$800,000	\$132,000	\$32,000
		Statewide	Regionwide		Non-Discretionary M Program	M	\$27,200,700	\$0	\$27,200,700	\$0
		Statewide	Regionwide		Program Development/Scoping	M	\$12,498,549	\$0	\$12,498,549	\$0
<i>Transit</i>										
	GPA	Statewide	Section 5309		Capital Bus	FTA	\$12,500,000	\$10,000,000	\$2,500,000	\$0
	GPA	Statewide	Section 5309		Capital New Starts	FTA	\$0	\$0	\$0	\$0
	GPA	Statewide	Section 5310		Elderly & Disabled	FTA	\$3,000,000	\$2,400,000	\$600,000	\$0
	GPA	Statewide			Job Access/Reverse Commute	FTA	\$4,197,000	\$2,098,500	\$2,098,500	\$0
	GPA	Statewide			New Freedom Initiative	FTA	\$4,565,000	\$2,282,500	\$2,282,500	\$0
	GPA	Statewide	Section 5311		Non-UZA Formula	FTA	\$13,898,000	\$13,648,000	\$250,000	\$0
	GPA	Statewide	Section 5311		RTAP	FTA	\$180,000	\$180,000	\$0	\$0
<i>Trunkline Bridges - CSM</i>										
		Statewide	Regionwide		Capital Scheduled Maintenance	ST	\$10,000,000	\$8,000,000	\$2,000,000	\$0
2006										
<i>Enhancement</i>										
	GPA	Statewide	Regionwide		Enhancements - Local	ST	\$0	\$0	\$0	\$0

JOB_NO	PHASE	ROUTE	LOCATION	LENGTH	WORK TYPE	FUND	TOTAL	FEDERAL	STATE	LOCAL
	GPA	Statewide	Regionwide		Enhancements - Trunkline	ST	\$0	\$0	\$0	\$0
Local (Local is Responsible Agency (RA))										
	GPA	Statewide	RA=Cities/Counties		Local Bridge	BRR	\$13,695,151	\$10,271,363	\$3,423,788	\$0
	GPA	Statewide	RA=Cities/Counties		Local Highway Safety	ST	\$0	\$0	\$0	\$0
	GPA	Statewide	RA=Cities/Counties		Local Rail/Highway Crossing	STR	\$2,829,722	\$1,904,403	\$925,319	\$0
	GPA	Statewide	RA=Rural Task Forces		Rural Task Forces	ST/M	\$14,856,102	\$12,487,365	\$2,368,737	\$0
	GPA	Statewide	RA=Cities/Villages		Small Urban Areas	ST	\$0	\$0	\$0	\$0
Rehab & Reconst										
	GPA	Statewide	Regionwide		Capital Preventive Maint.Highway	M	\$31,035,886	\$10,323,492	\$20,712,394	\$0
	GPA	Statewide	Regionwide		Preliminary Engineering and Contingency	ST	\$23,356,842	\$18,685,473	\$4,671,369	\$0
	GPA	Statewide	Regionwide		Trunkline Highway Safety	ST	\$18,229,400	\$14,583,520	\$3,645,880	\$0
Roadside & Weigh Stations										
		Statewide	Regionwide		Advanced Technology	ST	\$50,000	\$40,000	\$10,000	\$0
		Statewide	Regionwide		Statewide Capital Needs	ST	\$100,000	\$80,000	\$20,000	\$0
Studies & Assorted Work										
		Statewide	Regionwide		Bureau of Hwy. Training Budget	ST	\$3,000,000	\$2,400,000	\$600,000	\$0
		Statewide	Regionwide		DBE Support Services Prog	SST	\$257,500	\$257,500	\$0	\$0
		Statewide	Regionwide		Local Tech Assistance Prog	ST	\$964,000	\$800,000	\$132,000	\$32,000
		Statewide	Regionwide		Non-Discretionary M Program	M	\$27,200,700	\$0	\$27,200,700	\$0
		Statewide	Regionwide		Program Development/Scoping	M	\$12,498,549	\$0	\$12,498,549	\$0
Transit										
	GPA	Statewide	Section 5309		Capital Bus	FTA	\$12,500,000	\$10,000,000	\$2,500,000	\$0
	GPA	Statewide	Section 5309		Capital New Starts	FTA	\$0	\$0	\$0	\$0
	GPA	Statewide	Section 5310		Elderly & Disabled	FTA	\$3,000,000	\$2,400,000	\$600,000	\$0
	GPA	Statewide			Job Access/Reverse Commute	FTA	\$4,197,000	\$2,098,500	\$2,098,500	\$0
	GPA	Statewide			New Freedom Initiative	FTA	\$4,565,000	\$2,282,500	\$2,282,500	\$0
	GPA	Statewide	Section 5311		Non-UZA Formula	FTA	\$13,898,000	\$13,648,000	\$250,000	\$0

JOB_NO	PHASE	ROUTE	LOCATION	LENGTH	WORK TYPE	FUND	TOTAL	FEDERAL	STATE	LOCAL
	GPA	Statewide	Section 5311		RTAP	FTA	\$180,000	\$180,000	\$0	\$0
<i>Trunkline Bridges - CSM</i>										
		Statewide	Regionwide		Capital Scheduled Maintenance	ST	\$10,000,000	\$8,000,000	\$2,000,000	\$0

FINANCIAL PLAN

The State Transportation Improvement Program is a summary of projects to be initiated over a three year period by the state and local agencies which have legal responsibility to build, operate, and maintain the state's highway, road, street, and public transit systems. The total capital investment in the transportation system for the three year period, including the programs in this report and those in the Metropolitan area TIPs, will be over \$4.5 billion. These projects are financed with a combination of federal, state and local funds and are required by federal law to be consistent with the State Long Range Plan and to be financially constrained by fiscal year. The STIP must demonstrate that there are enough new resources available each year to fund the projects to be started that year.

This report verifies that our financial resources will be sufficient to deliver the program contained in this financial plan. There appears to be excess funding available for the Trunkline program in FY 2005 and 2006, however this is due to interpretation by FHWA of federal regulations that does not allow any commitment of funds to be shown in the financial tables for which specific projects have not been selected at the time of STIP development. Some programs rely on timely assessment of condition information to determine projects or projects are selected competitively on an annual basis. There are projects in the Capital Preventive Maintenance Bridge, Capital Preventive Maintenance Highway, and Trunkline Enhancement programs that will be added to the trunkline program at a later time. These projects will total at least \$122 million in FY 2005 and \$126 million in 2006.

The process and format for demonstrating financial constraint is the same as used in the FY02-04 STIP. The major objectives are to:

- Make the STIP and TIP financial analysis simpler and easier for other agencies and the public to understand.
- Be as consistent with business practices as possible.
- Be consistent with all applicable laws and regulations.
- Maintain flexibility for the MPOs by establishing minimum requirements for demonstrating financial constraint but enabling the MPO to elaborate or organize the information in different ways.

The key elements of demonstrating financial constraint are outlined below.

- It is a comparison of new resources with new commitments. The financial analysis is a benchmark, not a budget or accounting tool. At a given point in time, annual revenue is compared to the total cost of new projects. If new commitments exceed new resources then an explanation is required.
- The analysis will be done by federally assisted state and local programs, not by federal aid category. This is consistent with the way projects are selected and programmed.
- Programs are constrained at the appropriate level. For example, TMA and Small MPO programs are constrained for each MPO. A statewide competitive program like Enhancements is constrained at the statewide level and treated as a grant at the MPO level. The MPOs must fulfill these minimum requirements but more detailed or elaborate information is not discouraged.

Operations and Maintenance

For MDOT, the total investment in the state trunkline system for the three year period, including both capital and maintenance programs, is expected to be approximately five billion dollars. Part of this is state revenue and part federal revenue. The following table shows the proposed expenditures for operations, maintenance, and capital improvements. Only state revenue can be used for operations and maintenance; federal funds can only be used for capital investment. A key strategy in delivering products and services to meet our customers' most important needs is to focus the organization on preserving and optimizing the efficiency of the existing system. This strategy has resulted in the commitment during the three-year period of sufficient resources to operate and maintain the existing system and use the remaining funds for capital improvements.

Funding - Operations and Maintenance MDOT

	2004	2005	2006	Totals
Federal Revenue	\$664,600,000	\$685,900,000	\$707,800,000	\$2,058,300,000
State Revenue¹	<u>\$990,500,000</u>	<u>\$766,000,000</u>	<u>\$1,043,800,000</u>	<u>\$2,800,300,000</u>
Total Revenue	\$1,655,100,000	\$1,451,900,000	\$1,751,600,000	\$4,858,600,000
Operations²	\$219,000,000	\$223,200,000	\$227,400,000	\$669,600,000
Maintenance	<u>\$234,000,000</u>	<u>\$239,800,000</u>	<u>\$245,800,000</u>	<u>\$719,600,000</u>
Capital Outlay	\$1,202,100,000	\$988,900,000	\$1,278,400,000	\$3,469,400,000

1) Includes State Trunkline Funds, and BM II and III bond funds.

2) Operations includes administration, buildings/facilities, grants, tort liability, and debt service.

Source: Forecasted STF Revenue Available for Capital Outlay, BTP System Evaluation/Program Development Unit

New Resources

The flow charts on the following pages graphically illustrate the new resources available for each year of the STIP for highway programs to meet new commitments for that year. There are two major funding sources available for transportation programs, the Michigan Transportation Fund (MTF) comprised primarily of state gas tax and vehicle registration fees and the Federal aid Highway Program funded from the portion of the federal gas tax that is returned to Michigan.

A portion of the MTF is allocated to debt service, the Michigan Department of Natural Resource's (MDNR) Recreation Improvement Fund and the Comprehensive Transportation Fund that funds transit programs. The remainder is divided by the formulas of Public Act 51 between the cities, counties, and MDOT. The federal funds are split by state law at 75 percent to MDOT and 25 percent to local programs (with certain programs exempted from the calculations).

Agencies must operate and maintain (O&M) their systems and these costs are deducted from the amounts available for capital improvements. These O&M functions must be funded from MTF or other non-federal

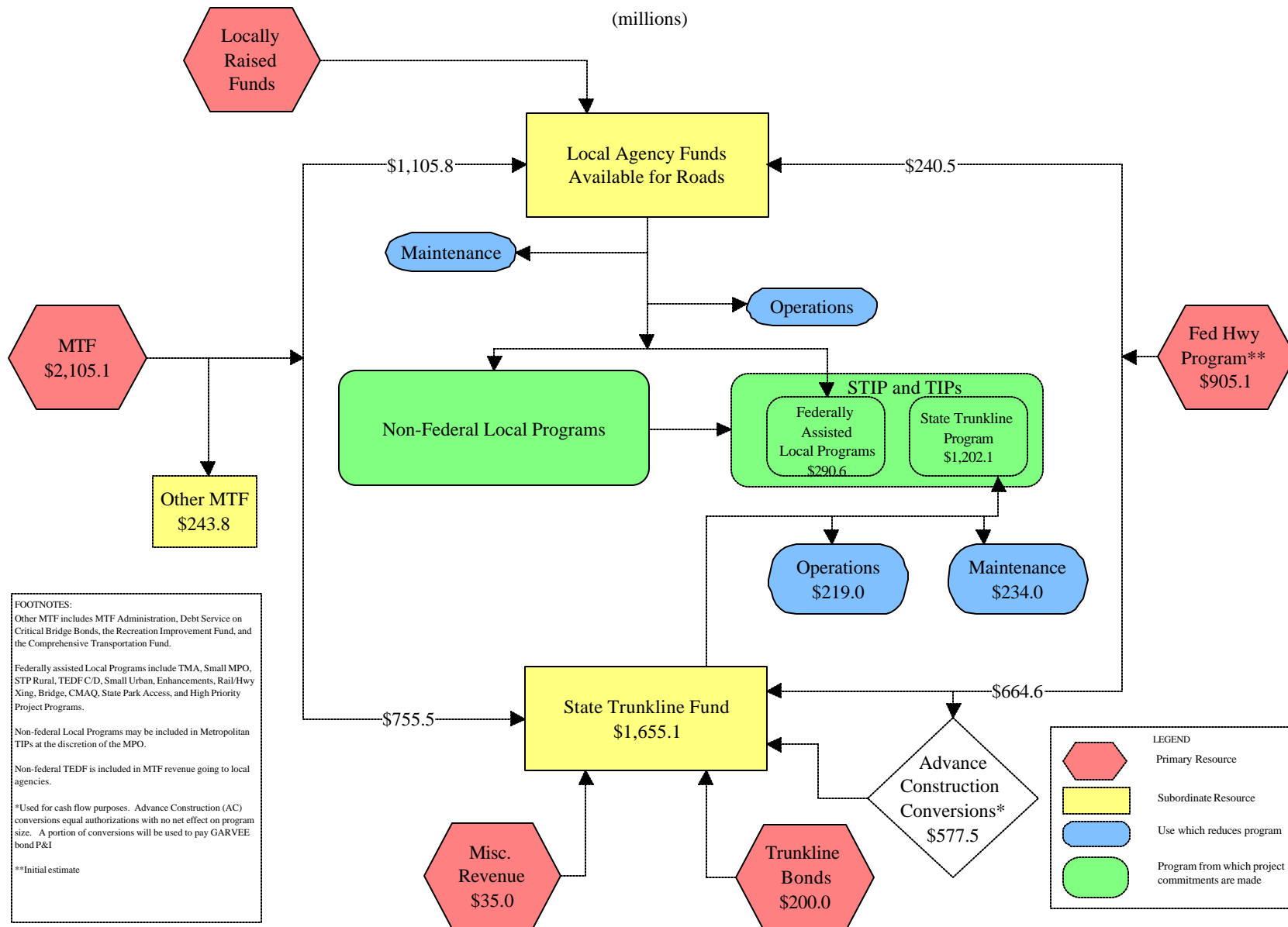
sources since federal funding can only be used for capital improvements. After these deductions, the remaining federal, state, and local funds are available for capital improvements. The STIP and the TIPs contain all federally assisted local projects and all trunkline projects regardless of funding source. Non-federal local projects can be included in the TIPs at the discretion of the MPO.

The MDOT resources include not only MTF and federal funds but also bond funds and miscellaneous revenue such as; billboard, transport, and utility permits, excess property sales and investment income. Advance Construction financing is used as a cash flow tool with annual conversions roughly equaling authorizations resulting in no net effect on new resources. The use of AC on projects financed with Grant Anticipation Revenue Vehicle (GARVEE) bonds under the Build Michigan II program will impact on the future use of AC.

The figures shown in these flow charts provide the basis for the estimates of new resources in the financial tables that are contained in the next section of this financial plan. In the “Demonstration of Financial Constraint” tables the total new resources shown is equal to the sum of the Federally Assisted Local Programs and the State Trunkline Program in the STIP and TIPs box of these flow charts.

New Resources Fiscal Year 2004

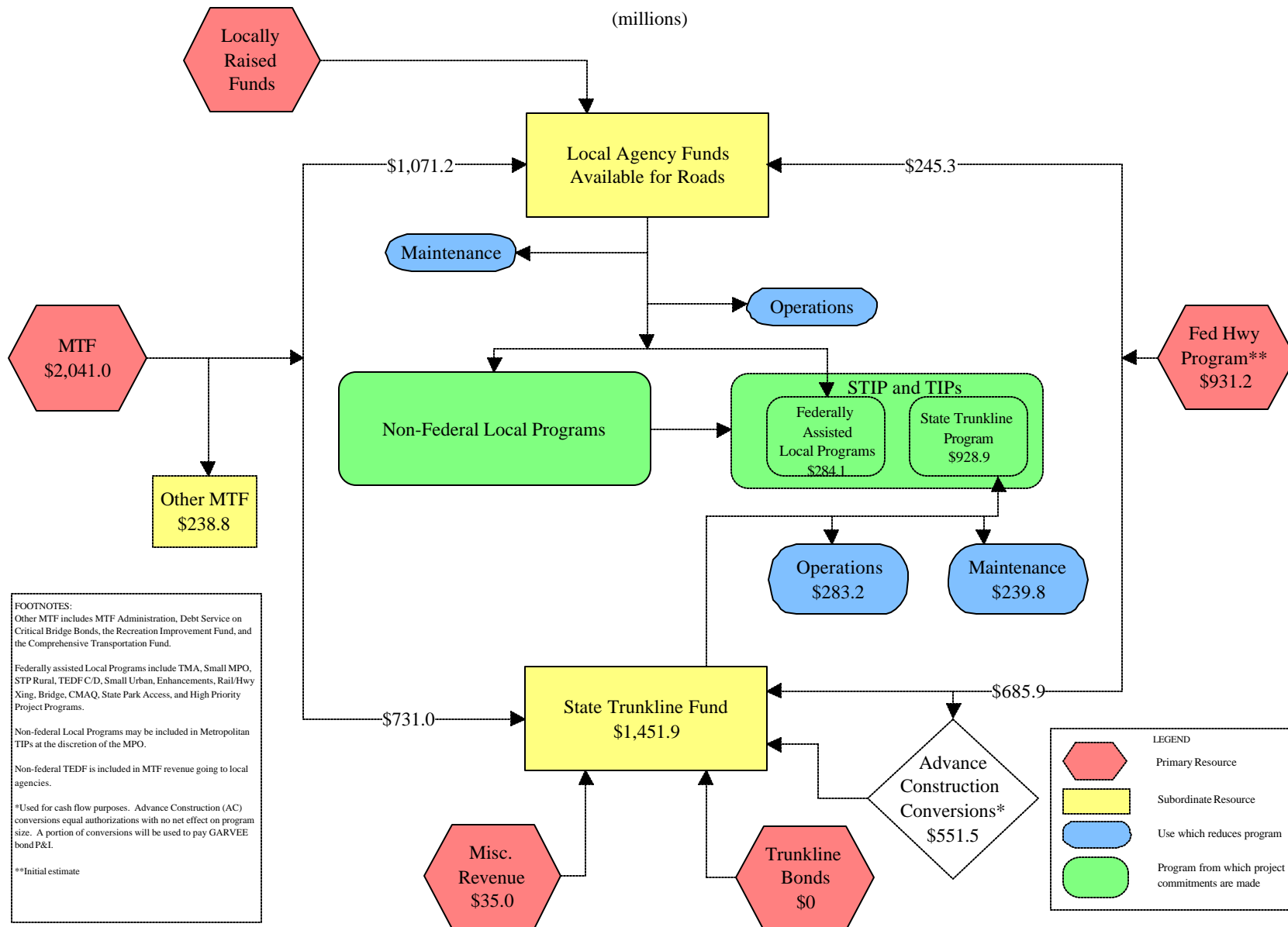
(millions)



FOOTNOTES:
 Other MTF includes MTF Administration, Debt Service on Critical Bridge Bonds, the Recreation Improvement Fund, and the Comprehensive Transportation Fund.
 Federally assisted Local Programs include TMA, Small MPO, STP Rural, TEDF C/D, Small Urban, Enhancements, Rail/Hwy Xing, Bridge, CMAQ, State Park Access, and High Priority Project Programs.
 Non-federal Local Programs may be included in Metropolitan TIPs at the discretion of the MPO.
 Non-federal TEDF is included in MTF revenue going to local agencies.
 *Used for cash flow purposes. Advance Construction (AC) conversions equal authorizations with no net effect on program size. A portion of conversions will be used to pay GARVEE bond P&I
 **Initial estimate

New Resources Fiscal Year 2005

(millions)



FOOTNOTES:
 Other MTF includes MTF Administration, Debt Service on Critical Bridge Bonds, the Recreation Improvement Fund, and the Comprehensive Transportation Fund.

Federally assisted Local Programs include TMA, Small MPO, STP Rural, TEDF C/D, Small Urban, Enhancements, Rail/Hwy Xing, Bridge, CMAQ, State Park Access, and High Priority Project Programs.

Non-federal Local Programs may be included in Metropolitan TIPs at the discretion of the MPO.

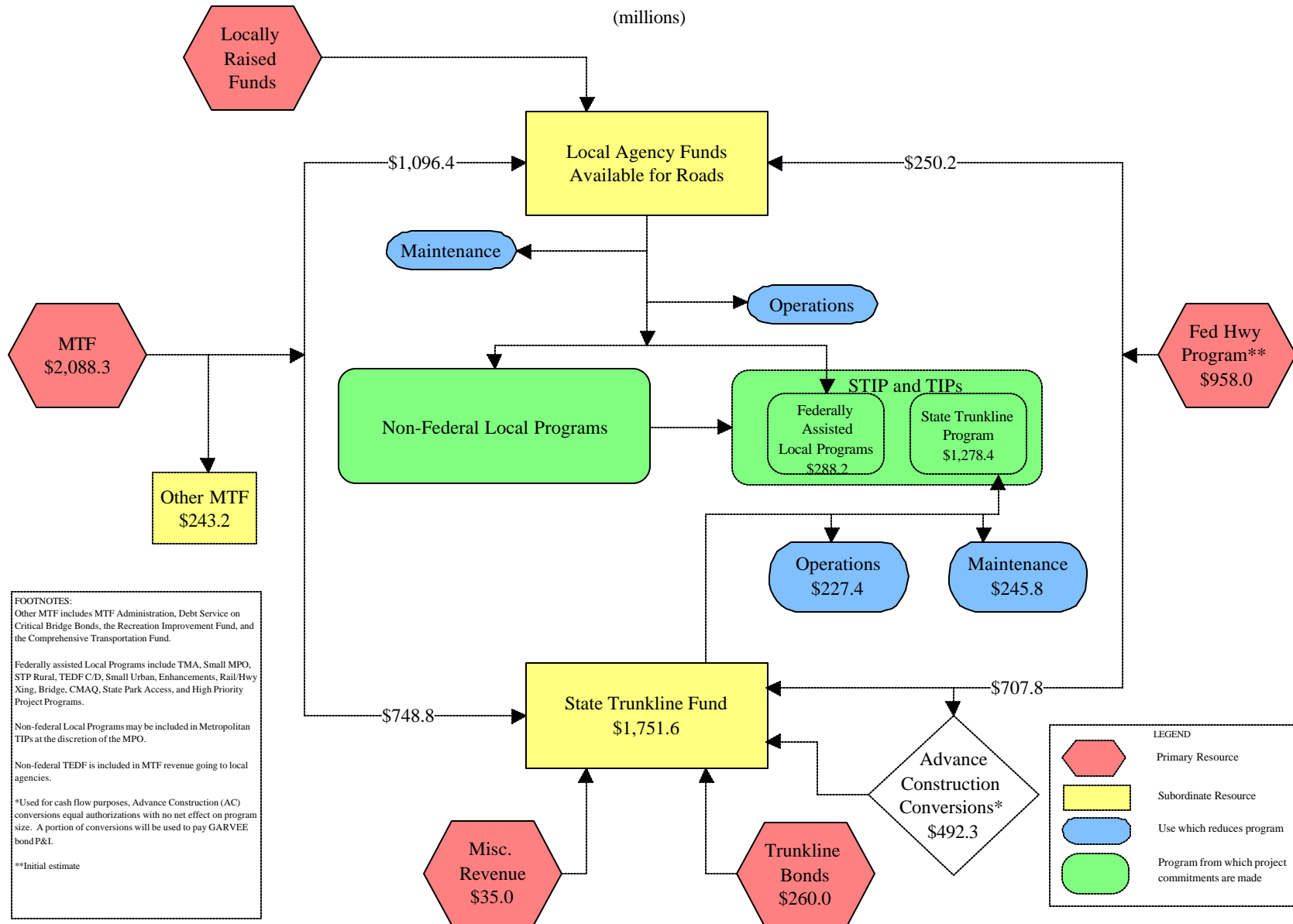
Non-federal TEDF is included in MTF revenue going to local agencies.

*Used for cash flow purposes. Advance Construction (AC) conversions equal authorizations with no net effect on program size. A portion of conversions will be used to pay GARVEE bond P&I.

**Initial estimate

New Resources Fiscal Year 2006

(millions)



FOOTNOTES:
Other MTF includes MTF Administration, Debt Service on Critical Bridge Bonds, the Recreation Improvement Fund, and the Comprehensive Transportation Fund.

Federally assisted Local Programs include TMA, Small MPO, STP Rural, TEDF C/D, Small Urban, Enhancements, Rail/Hwy Xing, Bridge, CMAQ, State Park Access, and High Priority Project Programs.

Non-federal Local Programs may be included in Metropolitan TIPs at the discretion of the MPO.

Non-federal TEDF is included in MTF revenue going to local agencies.

*Used for cash flow purposes, Advance Construction (AC) conversions equal authorizations with no net effect on program size. A portion of conversions will be used to pay GARVEE bond P&I.

**Initial estimate

STRUCTURE OF FINANCIAL TABLES

The format for the highway financial tables is based on federally assisted state and local programs, not by federal aid categories as was done in previous STIP/TIPs. This is consistent with the way projects are selected and programmed by MDOT and local agencies. The STIP deals with fiscal years, not calendar years. As such, this report summarizes planned commitments for October 1, 2003 to September 30, 2006. Fiscal Year 2004 began on October 1, 2003.

TEA-21 authorization levels were used to calculate the estimated federal revenues used in determining new resources. Michigan local program amounts were estimated by increasing fiscal year (FY) 2003 program amounts by two percent each year. The new resource amounts assume a 20 percent non-federal match and may include additional state/local funds as footnoted. MDOT resources includes State Trunkline Funds from the MTF and bond revenue from the Build Michigan programs.

TEA-21 legislation expired on September 30, 2003 and Congress has not enacted new long-term legislation. This new legislation could significantly affect the amount of federal aid the state receives and how the funds can be spent. Congress has passed a five month extension of the old legislation and appropriated funds for that period. This plan is being developed using the best available revenue information and can be amended at such time as new legislation is in place.

Under Michigan law, 25 percent of the state's federal aid is allocated to local programs and the remainder to MDOT programs. CMAQ, federal bridge, Transportation Enhancement, Discretionary, and Congressionally designated funds are excluded from the calculation of the 25 percent local share.

Highway Tables

Two major changes have been made to the financial tables since the last STIP development cycle: distinguishing between new federal funds and other funding sources for local projects and determining which General Program Accounts (GPAs) should be included in the Trunkline totals. The revised table format includes two columns under New Resources for local programs only, one for new federal aid and one for other funds, same in the transit tables. The GPAs for Trunklines each have a separate line in the table to insure that all appropriate GPAs are included in the Trunkline totals.

The first four program categories are bolded and will be rolled up into the overall constraint table. The remaining local categories will be based on projects selected or GPA amounts provided by MDOT. These categories will be constrained in the Statewide Programs table for highways.

The "Other Funds" column includes matching funds and all other funding sources other than the new federal aid. State funds in Categories C&D are included in the Other Funds column.

"Total New Commitments" is the total cost of the projects listed in the STIP for that program for the fiscal year.

The tables are divided into two sections, one for local programs and one for Trunkline programs. The local programs are listed starting with the local programs for which specific funding levels have been established by jurisdiction/geographic area (TMA, Small MPO, TEDF-C, and STP Rural/TEDF-D) through law and state policy. The remaining local programs (Small Urban, Enhancements, CMAQ, Safety, Rail Highway Crossing, Local Bridge, State Park Access, and HPP) are statewide competitive programs. The bottom part to the tables contains a line for all State Trunkline projects individually listed in the STIP and a line for each trunkline GPA.

These local and state programs are described as follows:

TMA - The Transportation Management Areas Program was created by a federal set aside of federal STP funds for areas of population greater than 200,000. These include the urbanized areas of Ann Arbor, Detroit, Flint, Grand Rapids, Lansing/East Lansing, and parts of South Bend (Niles) and Toledo (City of Monroe) that spill over into Michigan. In Michigan the entire set aside for TMAs is reserved for spending on local jurisdiction facilities.

Small MPO - The Small Metropolitan Planning Organizations Program is funded with a non-mandatory set aside of federal STP funds for areas of population between 50,000 and 200,000. These include the urbanized areas of Battle Creek, Bay City, Benton Harbor/St. Joseph, Holland/Zeeland, Jackson, Kalamazoo, Monroe, Muskegon, Port Huron, South Lyon/Howell/Brighton, and Saginaw.

TEDF-C - The Transportation Economic Development Fund, Category C Program is established in state law with a set aside of state and 15 percent of federal Minimum Guarantee funds for urban county congestion relief for counties with a population greater than 400,000. The recipients include Kent, Genesee, Macomb, Oakland, and Wayne counties.

STP Rural/TEDF-D - The Rural Task Force Program consists of two funding sources. The Rural STP program is created with a non-mandatory set aside of federal funds. The TEDF-D program is established in state law with a set aside of state and 16.5 percent of federal Minimum Guarantee funds for a rural county system of all-season roads. Recipients include the 78 counties that do not receive TEDF-C funds. Groups of nearby counties meet together in Rural Task Forces to prioritize their transportation investments. The programs were combined on the table because individual county projects are often funded from both sources.

Small Urban - The Small Urban Program is funded with a non-mandatory set aside of federal STP funds for urban areas between 5,000 and 50,000 population. Approximately 55 cities share this program and submit project requests to the MDOT for their possible selection.

Local Enhancements - The Transportation Enhancements Program is funded with a federal set aside of STP funds for surface transportation-related projects, such as bike and pedestrian facilities, landscaping, historic preservation projects, and highway run-off prevention. Grants are made based on applications from MDOT, other state agencies, local agencies, and private entities. This row of the table represents non-MDOT grants.

Local CMAQ - The Congestion Mitigation & Air Quality Program is a federal program with the purpose of helping states meet the requirements of the federal Clean Air Act. Grants are made

based on applications from state and local agencies. This portion of funds goes to local road and transit agencies, other CMAQ funds go to MDOT and are part of the “Trunkline” total.

Local Highway Safety - The Local Safety Program is funded with a set aside of STP funds for local safety improvements selected on a competitive basis statewide. Project grants are generally about \$200,000 per project plus match and are sometimes supplemented with other local funds.

Local Rail/Highway Crossings - The local rail crossing program is funded with a statutory set aside of state and federal funds for the purpose of improving safety at rail/highway crossings.

Local Bridge - The Local Bridge Program is established in state law with a state grant of approximately \$5 million of critical bridge funds from the Michigan Transportation Fund (MTF). Fifteen percent of Federal Bridge funds are also part of the program.

State Park Access Program - the State Park Access Program is a non-mandatory set aside of federal STP funds for the purpose of improving roads that serve state parks.

Recreational Trails Program - The Recreational Trails program is a federal program for the purpose of providing improvements for motorized and non-motorized recreational trail users. Projects are selected by a statewide committee with representatives from the MDNR, MDOT and other trail organizations. Projects for 2004 were not selected in time to be included in the STIP and will need to be amended in once they are selected.

Federal Demonstration and High Priority Projects - Federal allocations include the congressionally-designated local High Priority Projects of TEA-21 and Demonstration projects of pre-TEA21 authorizations. These funds are provided for a very specific project or use as defined in the legislation.

Trunkline - The state trunkline system is nearly 10,000 miles of the most heavily traveled roads in the state. They are all funded from the pool of state and federal funds available to the MDOT for care of the state trunkline system. State Trunkline programs include:

Rehabilitate and Reconstruct Program - The R & R program’s purpose is to improve the condition and ride quality of pavements on the system. It includes resurfacing and reconstruction of existing roads without adding capacity.

Trunkline Bridge Program - The bridge program provides for repair, reconstruction, and replacement of bridges on the trunkline system as well as the inventory, inspection, analysis and emergency repair. Scoping of projects for fiscal years 2003 and 2004 was not completed in time for all projects to be included in the STIP. Additional projects will need to be amended in once they are selected.

Passing Relief Lanes - the program adds passing lanes on two lane trunklines with limited passing sight distance.

Capacity Improvements - Capacity improvements include the widening (addition of lanes) to highways with the purpose of relieving urban congestion and improving service along the most important commercial thoroughfares.

New Roads - The new roads program includes construction of new roads on new alignments in order to improve system continuity, relieve congestion, and continue Michigan's economic vitality.

Congestion Mitigation & Air Quality Program - CMAQ is a federal program with the purpose of helping states meet the requirements of the federal Clean Air Act. Grants are made based on applications from state and local agencies. Projects for this program occur mostly in MPO areas and can be found in the individual TIPS. The exception is four CMAQ projects in rural Ottawa County that are included in this report..

Weigh Stations Program - The Weigh Stations program funds improvements to truck weigh stations on the trunkline system.

Roadside Program - The Roadside program provides funding for landscaping, rest area, and non-motorized facilities.

Federal Demonstration and High Priority Projects - Federal allocations include the congressionally-designated High Priority Projects of TEA21 and Demonstration projects of pre-TEA21 authorizations. These funds are provided for a very specific project or use as defined in the legislation.

Trunkline GPAs - The following programs are covered by General Program Accounts (GPAs). They consist of many small projects throughout the state. The projects are not listed individually in the STIP or TIPS but the cost of each GPA is listed in these rows in the financial tables.

Capital Preventive Maintenance Highway - Minor improvements such as crack or chip sealing, micro-surfacing and joint repair to cost effectively extend pavement life.

Capital Preventive Maintenance Bridge - Minor improvements such as; painting, deck overlay, substructure patching, pin and hanger replacement, and scour protection, that are a cost effective means of extending the useful life of a bridge.

Highway Safety Program - The Trunkline safety program covers improvements such as; signing, signals, pavement marking, guardrail, and intersection improvements. The highway safety program is funded with a set aside of federal STP funds.

State Rail/Highway Crossing Program - The rail/highway crossing program is funded with a statutory set aside of state and federal funds for the purpose of improving safety at rail/highway crossings.

Preliminary Engineering - PE includes funding for preliminary studies, surveys, drafting, and engineering work necessary to begin the development of preservation road and bridge projects.

Trunkline Enhancements - The Transportation Enhancements Program is funded with a federal set aside of STP funds for surface transportation-related projects (see description above under "Local Enhancements"). This row of the table represents grants to MDOT.

Transit Tables

For consistency with Highway tables and because there are a variety of matching requirements for each of the federal transit programs, there is an **Estimated New Federal Aid** column and an **Other Funds** column under New Resources. The Estimated New Federal Aid is the base year of 2003 estimates from FTA as published in the Federal Register increased by two percent each year.

For the final Demonstration of Financial Constraint table, the first four categories (5307 >200,000 population, 5307 <200,000 population, 5309 Capital New Starts, and 5309 Capital Fixed Guide) are rolled up from the TIP tables and the Non-MPO table into the summary table. The remaining categories will be constrained in the Statewide Programs table for Transit.

The public transit program tables are based on the following federally funded transit programs. All projects assume a 20 percent non-federal match except as noted in the descriptions below.

Section 5307 Program - A transit program geared specifically to urbanized areas to provide both capital and operating assistance. Projects to be funded through this program are described in the relevant metropolitan area TIPs. A portion of the program is for areas under 200,000 population and a portion goes directly to areas over 200,000 population.

Section 5310 Program - This program provides capital equipment to private nonprofit organizations or public transit agencies to meet the special needs of the elderly and disabled.

Section 5311 Program - This program provides operating assistance (provided as a percentage of eligible costs, not to exceed 50 percent) to local public transit agencies in areas of the state with populations of less than 50,000 and capital grants for intercity facilities and equipment. The Rural Technical Assistance Program (RTAP) provides funding for training, technical assistance, research, and support services. No local match is required for this program.

Section 5309 Program - This program provides discretionary capital assistance for projects not covered by other federal capital programs. It provides capital funding for fixed guideway modernization, new systems, and bus and bus related projects. Funding for this program is provided through a grant application process.

Job Access / Reverse Commute Program - This program is designed to increase transit service to employment opportunities. A 50 percent local match is required.

New Freedom Initiative - The New Freedom Initiative (NFI) provides formula grants for development and implementation of transportation services to help persons with disabilities access employment and employment-related services. The program is to fund both capital and operating projects. The federal portion will be 80% for capital projects and 50% for operating projects.

NON-MPO AREA PROGRAM

This first set of tables summarizes the highway related projects and programs contained in this report, which are for the non-MPO areas of the state. The remainder of the program is contained

in the individual MPO TIPs. The non-MPO as well as the MPO figures are part of the statewide summary tables which appear later in the plan. New resources are equal to new commitments for all three fiscal years for each program and in total.

**Demonstration of Financial Constraint
Non-Metropolitan Areas**

FY 2004-06, Base Revenue Estimates (April 2003)

FY 2004				
PROGRAM	Est. New Fed. Aid	Other Funds	Total New Resources	Total New Commitments
TMA	\$0	\$0	\$0	\$0
Small MPO	\$0	\$0	\$0	\$0
TEDF-C	\$0	\$0	\$0	\$0
STP Rural/TEDF-D	\$29,920,048	\$4,291,505	\$34,211,553	\$34,211,553
Small Urban	\$6,546,146	\$3,273,437	\$9,819,583	\$9,819,583
Local Enhancements	\$2,569,750	\$1,070,877	\$3,640,627	\$3,640,627
Local CMAQ	\$0	\$0	\$0	\$0
Local Highway Safety	\$0	\$0	\$0	\$0
Local Rail/Hwy. Crossings	\$1,904,403	\$925,319	\$2,829,722	\$2,829,722
Local Bridge	\$10,271,363	\$3,423,788	\$13,695,151	\$13,695,151
State Park Access (local)	\$0	\$0	\$0	\$0
Local High Priority Projects	\$0	\$0	\$0	\$0
TEDF-A	\$0	\$0	\$0	\$0
Local Total	\$51,211,710	\$12,984,926	\$64,196,636	\$64,196,636
Trunkline	N.A.	N.A.	\$168,608,812	\$168,608,812
CPM Highway GPA	N.A.	N.A.	\$31,035,886	\$31,035,886
CPM Bridge GPA	N.A.	N.A.	\$1,169,304	\$1,169,304
Safety GPA	N.A.	N.A.	\$18,229,400	\$18,229,400
PE & Contingencies GPA	N.A.	N.A.	\$19,331,447	\$19,331,447
Hwy/Rail Crossing GPA	N.A.	N.A.	\$2,474,000	\$2,474,000
Trunkline Enhance GPA	N.A.	N.A.	\$9,205,495	\$9,205,495
Statewide Prog./Studies	N.A.	N.A.	\$54,090,749	\$54,090,749
Trunkline Total	N.A.	N.A.	\$250,054,344	\$250,054,344
TOTAL	N.A.	N.A.	\$368,341,729	\$368,341,729

**Demonstration of Financial Constraint
Non-Metropolitan Areas**

FY 2004-06, Base Revenue Estimates (April 2003)

FY 2005

PROGRAM	Est. New Fed. Aid	Other Funds	Total New Resources	Total New Commitments
TMA	\$0	\$0	\$0	\$0
Small MPO	\$0	\$0	\$0	\$0
TEDF-C	\$0	\$0	\$0	\$0
STP Rural/TEDF-D	\$20,859,109	\$5,743,411	\$26,602,520	\$26,602,520
Small Urban	\$0	\$0	\$0	\$0
Local Enhancements	\$0	\$0	\$0	\$0
Local CMAQ	\$0	\$0	\$0	\$0
Local Highway Safety	\$0	\$0	\$0	\$0
Local Rail/Hwy. Crossings	\$1,962,695	\$923,621	\$2,886,316	\$2,886,316
Local Bridge	\$10,271,363	\$3,423,788	\$13,695,151	\$13,695,151
State Park Access (local)	\$0	\$0	\$0	\$0
Local High Priority Projects	\$0	\$0	\$0	\$0
TEDF-A	\$0	\$0	\$0	\$0
Local Total	\$33,093,167	\$10,090,820	\$43,183,987	\$43,183,987
Trunkline	N.A.	N.A.	\$179,522,526	\$179,522,526
CPM Highway GPA	N.A.	N.A.	\$0	\$0
CPM Bridge GPA	N.A.	N.A.	\$1,130,235	\$1,130,235
Safety GPA	N.A.	N.A.	\$18,229,400	\$18,229,400
PE & Contingencies GPA	N.A.	N.A.	\$25,628,093	\$25,628,093
Hwy/Rail Crossing GPA	N.A.	N.A.	\$2,549,000	\$2,549,000
Trunkline Enhance GPA	N.A.	N.A.	\$0	\$0
Statewide Prog./Studies	N.A.	N.A.	\$50,126,749	\$50,126,749
Trunkline Total	N.A.	N.A.	\$277,186,003	\$277,186,003
TOTAL	N.A.	N.A.	\$320,369,990	\$320,369,990

Note: Programs with \$0 will be funded in the future. Projects for these programs are either selected competitively on an annual basis or on a timely assessment of condition information.

**Demonstration of Financial Constraint
Non-Metropolitan Areas**

FY 2004-06, Base Revenue Estimates (April 2003)

FY 2006

PROGRAM	Est. New Fed. Aid	Other Funds	Total New Resources	Total New Commitments
TMA	\$0	\$0	\$0	\$0
Small MPO	\$0	\$0	\$0	\$0
TEDF-C	\$0	\$0	\$0	\$0
STP Rural/TEDF-D	\$12,487,365	\$2,368,737	\$14,856,102	\$14,856,102
Small Urban	\$0	\$0	\$0	\$0
Local Enhancements	\$0	\$0	\$0	\$0
Local CMAQ	\$0	\$0	\$0	\$0
Local Highway Safety	\$0	\$0	\$0	\$0
Local Rail/Hwy. Crossings	\$4,590,033	\$2,100,977	\$6,691,010	\$6,691,010
Local Bridge	\$10,271,363	\$3,423,788	\$13,695,151	\$13,695,151
State Park Access (local)	\$0	\$0	\$0	\$0
Local High Priority Projects	\$0	\$0	\$0	\$0
TEDF-A	\$0	\$0	\$0	\$0
Local Total	\$27,348,761	\$7,893,502	\$35,242,263	\$35,242,263
Trunkline	N.A.	N.A.	\$164,390,162	\$164,390,162
CPM Highway GPA	N.A.	N.A.	\$0	\$0
CPM Bridge GPA	N.A.	N.A.	\$1,880,335	\$1,880,335
Safety GPA	N.A.	N.A.	\$18,229,400	\$18,229,400
PE & Contingencies GPA	N.A.	N.A.	\$23,356,842	\$23,356,842
Hwy/Rail Crossing GPA	N.A.	N.A.	\$2,474,000	\$2,474,000
Trunk. Enhance GPA	N.A.	N.A.	\$0	\$0
Statewide Prog./Studies	N.A.	N.A.	\$50,126,749	\$50,126,749
Trunkline Total	N.A.	N.A.	\$260,457,488	\$260,457,488
TOTAL	N.A.	N.A.	\$295,699,751	\$295,699,751

Note: Programs with \$0 will be funded in the future. Projects for these programs are either selected competitively on an annual basis or on a timely assessment of condition information.

The next set of tables summarizes federal transit programs in the non-MPO areas of the state. The first four categories shown in this table have no dollars entered, since their projects are located only in MPO areas. The 5307 programs are formula distributions to urbanized areas, all of which are part of an MPO. Currently only the Detroit People Mover is eligible for the Capital Fixed Guide. All Capital New Starts projects are in MPO areas.

**Demonstration of Financial Constraint
Rural Transit Program**

FY 04-06, Base Revenue Estimates (April 03)

FY 2004

PROGRAM	Est. New Fed. Aid	Other Funds	Total New Resources	Total New Commitments
Section 5307 - UZA Formula >200K	\$0	\$0	\$0	\$0
Section 5307 - UZA Formula <200K	\$0	\$0	\$0	\$0
Section 5309 - Capital New Starts	\$0	\$0	\$0	\$0
Section 5309 - Capital Fixed Guide.	\$0	\$0	\$0	\$0
Section 5309 - Capital Bus	\$10,000,000	\$2,500,000	\$12,500,000	\$12,500,000
Section 5310 - Elderly and Disabled	\$2,400,000	\$600,000	\$3,000,000	\$3,000,000
Section 5311 - Non-UZA Formula	\$13,648,000	\$250,000	\$13,898,000	\$13,898,000
Section 5311 - RTAP	\$180,000	\$0	\$180,000	\$180,000
Job Access/Reverse Commute	\$2,098,500	\$2,098,500	\$4,197,000	\$4,197,000
New Freedom Initiative	\$2,282,500	\$2,282,500	\$4,565,000	\$4,565,000
Total Transit Programs	\$30,609,000	\$7,731,000	\$38,340,000	\$38,340,000

FY 2005

Section 5307 - UZA Formula >200K	\$0	\$0	\$0	\$0
Section 5307 - UZA Formula <200K	\$0	\$0	\$0	\$0
Section 5309 - Capital New Starts	\$0	\$0	\$0	\$0
Section 5309 - Capital Fixed Guide.	\$0	\$0	\$0	\$0
Section 5309 - Capital Bus	\$10,000,000	\$2,500,000	\$12,500,000	\$12,500,000
Section 5310 - Elderly and Disabled	\$2,400,000	\$600,000	\$3,000,000	\$3,000,000
Section 5311 - Non-UZA Formula	\$13,648,000	\$250,000	\$13,898,000	\$13,898,000
Section 5311 - RTAP	\$180,000	\$0	\$180,000	\$180,000
Job Access/Reverse Commute	\$2,098,500	\$2,098,500	\$4,197,000	\$4,197,000
New Freedom Initiative	\$2,282,500	\$2,282,500	\$4,565,000	\$4,565,000
Total Transit Programs	\$30,609,000	\$7,731,000	\$38,340,000	\$38,340,000

FY 2006

Section 5307 - UZA Formula >200K	\$0	\$0	\$0	\$0
Section 5307 - UZA Formula <200K	\$0	\$0	\$0	\$0
Section 5309 - Capital New Starts	\$0	\$0	\$0	\$0
Section 5309 - Capital Fixed Guide.	\$0	\$0	\$0	\$0
Section 5309 - Capital Bus	\$10,000,000	\$2,500,000	\$12,500,000	\$12,500,000
Section 5310 - Elderly and Disabled	\$2,400,000	\$600,000	\$3,000,000	\$3,000,000
Section 5311 - Non-UZA Formula	\$13,648,000	\$250,000	\$13,898,000	\$13,898,000
Section 5311 - RTAP	\$180,000	\$0	\$180,000	\$180,000
Job Access/Reverse Commute	\$2,098,500	\$2,098,500	\$4,197,000	\$4,197,000
New Freedom Initiative	\$2,282,500	\$2,282,500	\$4,565,000	\$4,565,000
Total Transit Programs	\$30,609,000	\$7,731,000	\$38,340,000	\$38,340,000

Statewide Programs

The next set of tables summarizes the statewide competitive programs for which selections are made through a variety of administrative processes from projects submitted by state and local agencies. These programs are constrained at the statewide level by the program managers. In some cases, no projects have been selected at the time of STIP development. FHWA interpretation of federal regulations does not permit including these programs in the STIP unless specific projects have been selected, however, funding is committed for these programs. The projects for some programs have yet to be programmed because additional technical information/analysis is being completed or there is an annual statewide competition for grants.

Four categories, Small Urban, Local Enhancement, Local CMAQ, and Michigan Recreational Trails have projects selected only for FY 2004. The Local Rail/Highway Crossing and Local Critical Bridge Programs have GPAs that cover 2004, 2005, or 2006. Projects for the Local Highway Safety and State Park Access Route programs have yet to be selected for 2004. The Local High Priority Projects are funds made available under TEA-21 whose obligation authority can be used in the 2004 fiscal year unless that authority is revoked by new federal transportation legislation.

The information regarding these programs contained in the individual MPO TIPs may vary from the totals presented here because of the flexibility allowed the MPOs for representing projects in these programs. The TIPs may list individual projects, use GPAs, or base the amounts in their financial tables on historical funding levels. Because of this flexibility, the sum of the MPO entries in each category added to the rural totals for these categories may not equal the figures in this table.

**Demonstration of Financial Constraint
Statewide Programs**

FY 2004-06, Base Revenue Estimates (April 2003)

FY 2004

PROGRAM	New Resources	New Commitments
Small Urban	\$11,114,573	\$11,114,573
Local Enhancements	\$17,416,413	\$17,416,413
Local CMAQ	\$21,996,768	\$21,996,768
Local Highway Safety	\$8,125,000	\$0
Local Rail/Highway Crossings	\$6,431,190	\$6,414,700
Local Bridge	\$23,037,542	\$25,355,112
State Park Access (local)	\$625,000	\$0
Local High Priority Projects	\$15,687,000	\$15,687,000
MI Recreational Trails Program	\$1,991,493	\$1,442,000
Subtotal Statewide Local	\$106,424,979	\$99,426,566
Trunkline	\$1,202,100,000	\$950,334,210

FY 2005

PROGRAM	New Resources	New Commitments
Small Urban	\$0	\$0
Local Enhancements	\$0	\$0
Local CMAQ	\$0	\$0
Local Highway Safety	\$0	\$0
Local Rail/Highway Crossings	\$6,559,814	\$6,559,814
Local Bridge	\$23,037,542	\$23,037,542
State Park Access (local)	\$0	\$0
Local High Priority Projects	\$0	\$0
MI Recreational Trails Program	\$0	\$0
Subtotal Statewide Local	\$29,597,356	\$29,597,356
Trunkline	\$988,900,000	\$886,657,539

FY 2006

PROGRAM	New Resources	New Commitments
Small Urban	\$0	\$0
Local Enhancements	\$0	\$0
Local CMAQ	\$0	\$0
Local Highway Safety	\$0	\$0
Local Rail/Highway Crossings	\$6,691,010	\$6,691,010
Local Bridge	\$23,037,542	\$23,037,542
State Park Access (local)	\$0	\$0
Local High Priority Projects	\$0	\$0
MI Recreational Trails Program	\$2,071,949	\$2,071,949
Subtotal Statewide Local	\$31,800,501	\$31,800,501
Trunkline	\$1,278,400,000	\$672,334,032

Note: Programs with \$0 will be funded in the future. Projects for these programs are either selected competitively on an annual basis or on a timely assessment of condition information.

Total Program Financial Constraint

The purpose of the next tables is to demonstrate financial constraint for the entire program including both **rural and MPO programs**. The first table covers the highway related programs. For the programs allocated to specific jurisdiction/geographic area (TMA, Small MPO, TEDF-C, STP Rural/TEDF-D) and the Trunkline program, the totals are the sum of the MPO tables from the TIPS and the Non-MPO table from this report. For the Statewide categories, the totals are from the Statewide table in this report.

In FY 2004, 2005, and 2006, for the Trunkline program, resources are higher than new commitments. This does not mean that those resources will not be utilized, rather the projects for some programs have yet to be programmed because additional technical information/analysis is being completed. This is true in 2005 and 2006 for the Capital Preventive Maintenance Highway, Capital Preventive Maintenance Bridge, and Trunkline Enhancements. The CPM programs rely on a timely assessment of condition information for project development and the Enhancement projects are selected competitively on an annual basis. It is anticipated that when projects are selected for these programs at least \$116 million will be added to FY 2005 and \$120 million to FY 2006.

As the table indicates, the overall program is constrained for each of the three years. The trunkline program is constrained for each year. Revenues for the period include bond funds in 2004 and 2006 and an increase in MTF revenues in 2004 because of changes to fees and administrative deductions.

For the local programs, the TMA program is slightly over programmed in FY 2004 but is under-programmed in 2005 and 2006 and constrained for the three year period. TEDF-C programs are slightly higher than estimated resources in each of the three years but this is accounted for by the use of carryover funds from prior fiscal years that come with their own obligation authority. The Small MPO program is over-programmed in all three years due primarily to use of carryover funds and the addition (overmatch) of local funds on some projects. Overall, however, the local program is constrained for all three years because of available revenues for which projects have yet to be selected.

**Demonstration of Financial Constraint
By Michigan Federally-assisted Programs**

FY 2004-06, Base Revenue Estimates (April 2003)

FY 2004

PROGRAM	Total New Resources	Total New Commitments
TMA	\$82,854,149	\$83,059,056
Small MPO	\$22,782,042	\$27,231,945
TEDF-C	\$29,404,879	\$37,400,704
STP Rural/TEDF-D	\$49,095,626	\$45,597,817
Small Urban	\$11,114,573	\$11,114,573
Local Enhancements	\$17,416,413	\$17,416,413
Local CMAQ	\$21,996,768	\$21,996,768
Local Highway Safety	\$8,125,000	\$0
Local Rail/Hwy. Crossings	\$6,431,190	\$6,431,190
Local Bridge	\$23,037,542	\$23,037,542
State Park Access (local)	\$625,000	\$0
Local High Priority Projects	\$15,687,000	\$15,687,000
MI Recreational Trails	\$1,991,493	\$1,442,000
Trunkline	\$1,202,100,000	\$950,334,210
TOTAL	\$1,492,661,675	\$1,240,749,218

FY 2005

PROGRAM	Total New Resources	Total New Commitments
TMA	\$84,511,232	\$81,265,068
Small MPO	\$23,237,682	\$26,033,309
TEDF-C	\$29,992,976	\$22,691,156
STP Rural/TEDF-D	\$49,930,604	\$39,107,371
Small Urban	\$0	\$0
Local Enhancements	\$0	\$0
Local CMAQ	\$0	\$0
Local Highway Safety	\$0	\$0
Local Rail/Hwy. Crossings	\$6,559,814	\$6,529,031
Local Bridge	\$23,037,542	\$21,847,506
State Park Access (local)	\$0	\$0
Local High Priority Projects	\$0	\$0
MI Recreational Trails	\$2,031,321	\$0
Trunkline	\$988,900,000	\$886,657,539
TOTAL	\$1,208,201,171	\$1,084,130,980

Note: Programs with \$0 will be funded in the future. Projects for these programs are either selected competitively on an annual basis or on a timely assessment of condition information.

Demonstration of Financial Constraint
By Michigan Federally-assisted Programs
FY 2004-06, Base Revenue Estimates (April 2003)

FY 2006		
PROGRAM	Total New Resources	Total New Commitments
TMA	\$86,201,456	\$84,069,464
Small MPO	\$23,702,436	\$25,262,361
TEDF-C	\$30,592,836	\$32,733,138
STP Rural/TEDF-D	\$50,759,015	\$23,789,529
Small Urban	\$0	\$0
Local Enhancements	\$0	\$0
Local CMAQ	\$0	\$0
Local Highway Safety	\$0	\$0
Local Rail/Hwy. Crossings	\$6,691,010	\$10,342,230
Local Bridge	\$23,037,542	\$21,779,579
State Park Access (local)	\$0	\$0
Local High Priority Projects	\$403,103	\$403,103
MI Recreational Trails	\$2,071,949	\$0
Trunkline	\$1,278,400,000	\$672,334,032
TOTAL	\$1,501,859,347	\$870,713,436

Note: Programs with \$0 will be funded in the future. Projects for these programs are either selected competitively on an annual basis or on a timely assessment of condition information.

The final set of tables is for all transit programs, aggregating the non-MPO table contained earlier in this plan and the totals from all of the MPO TIPs. All programs are constrained by year.

Demonstration of Financial Constraint
By Michigan Federally-assisted Transit Programs
FY 2004-06, Base Revenue Estimates (May 2003)

FY 2004		
PROGRAM	Total New Resources	Total New Commitments
Section 5307 - UZA Formula >200K	\$77,981,339	\$77,980,339
Section 5307 - UZA Formula <200K	\$29,901,833	\$31,089,823
Section 5309 - Capital New Starts	\$2,405,600	\$2,405,600
Section 5309 - Capital Fixed Guide.	\$632,000	\$632,000
Section 5309 - Capital Bus	\$21,840,975	\$21,840,975
Section 5310 - Elderly and Disabled	\$3,883,100	\$3,883,100
Section 5311 - Non-UZA Formula	\$19,795,400	\$19,795,400
Section 5311 - RTAP	\$185,250	\$185,250
Job Access/Reverse Commute	\$6,750,000	\$6,750,000
Total Transit Programs	\$163,375,497	\$164,562,487

Demonstration of Financial Constraint
By Michigan Federally-assisted Transit Programs
FY 2004-06, Base Revenue Estimates (May 2003)

FY 2005		
PROGRAM	Total New Resources	Total New Commitments
Section 5307 - UZA Formula >200K	\$78,592,971	\$78,592,971
Section 5307 - UZA Formula <200K	\$32,889,725	\$33,134,980
Section 5309 - Capital New Starts	\$3,258,000	\$3,258,000
Section 5309 - Capital Fixed Guide.	\$645,000	\$645,000
Section 5309 - Capital Bus	\$13,984,360	\$13,984,360
Section 5310 - Elderly and Disabled	\$3,827,000	\$3,827,000
Section 5311 - Non-UZA Formula	\$19,771,276	\$19,771,276
Section 5311 - RTAP	\$180,000	\$180,000
Job Access/Reverse Commute	\$6,315,000	\$6,315,000
Total Transit Programs	\$159,463,332	\$159,708,587

FY 2006		
PROGRAM	Total New Resources	Total New Commitments
Section 5307 - UZA Formula >200K	\$78,350,397	\$78,350,397
Section 5307 - UZA Formula <200K	\$25,925,911	\$25,639,583
Section 5309 - Capital New Starts	\$865,000	\$865,000
Section 5309 - Capital Fixed Guide.	\$659,000	\$659,000
Section 5309 - Capital Bus	\$17,753,765	\$17,753,765
Section 5310 - Elderly and Disabled	\$3,827,000	\$3,827,000
Section 5311 - Non-UZA Formula	\$18,438,175	\$18,438,175
Section 5311 - RTAP	\$180,000	\$180,000
Job Access/Reverse Commute	\$6,315,000	\$6,315,000
Total Transit Programs	\$152,314,248	\$152,027,920

Conclusion

Based on the financial information in this plan it is clear that there are sufficient dollars available to deliver the programs and projects contained in this report and the individual MPO TIPs. The financing of the program is fundamentally sound. On an annual basis and over the three year period of the STIP, the commitment of new projects is consistent with anticipated resources.

This analysis is based on the best currently available information. The transportation financing discussed in this report is based largely on federal legislation so that the passage of the next federal transportation bill in 2004 will undoubtedly have a major effect on this financial structure and will require modifications to the information contained in this report.

Appendix A

Metropolitan Planning Organization (MPO) Contacts

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Genesee County Metropolitan
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* Mr. Anthony L. Reams, President
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***Monroe, MI** 3C Area is part of the Toledo
Urbanized Area, but is under the SEMCOG MPO

Appendix B

Small Urban Areas

Below are the post-2000 Census Federal Aid Urban Boundary Update - Small Urban Areas. The MPO area is given for Small Urban areas that are within MABs. All others are in non-MPO areas. Information in parentheses is not part of the name of the area; it is either an unincorporated area or additional cities are included within the urban area. An urban area name may use two cities for example “Adrian/Tecumseh”.

<u>Small Urban Area</u>	<u>County</u>	<u>Within MPO</u>
1. Adrian/Tecumseh	Lenawee	
2. Albion	Jackson/Calhoun	
3. Allegan	Allegan	
4. Alma (St. Louis)	Gratiot	
5. Alpena	Alpena	
6. Au Sable (unincorporated)	Iosco, Alcona	
7. Belding	Ionia	
8. Berrien Springs (Eau Clair)	Berrien	
9. Big Rapids	Mecosta	
10. Cadillac	Wexford	
11. Caro	Tuscola	
12. Charlotte (Potterville)	Eaton	Tri-County (Lansing)
13. Coldwater	Branch	
14. Dowagiac	Cass	
15. Durand (Vernon)	Shiawassee	
16. Eaton Rapids	Eaton	Tri-County (Lansing)
17. Escanaba/Gladstone	Delta	
18. Fremont	Newaygo	
19. Gaylord	Otsego	
20. Greenville	Montcalm	
21. Hastings	Barry	
22. Hillsdale	Hillsdale	
23. Holly	Oakland	SEMCOG
24. Houghton (Hancock)	Houghton	
25. Houghton Lake (unincorporated)	Roscommon	
26. Ionia	Ionia	
27. Iron Mountain/Kingsford	Dickinson	
28. Ironwood	Gogebic	
29. Ishpeming (Negaunee)	Marquette	
30. Kinross Charter Township	Chippewa	
31. Lapeer	Lapeer	
32. Laurium (Calumet)	Houghton	
33. Lowell	Kent	Grand Valley (Grand Rapids)
34. Ludington	Mason	
35. Manistee (Eastlake)	Manistee	
36. Menominee	Menominee	

<u>Small Urban Area</u>	<u>County</u>	<u>Within MPO</u>
37. Marquette	Marquette	
38. Marshall	Calhoun	
39. Midland (Auburn, Sanford)	Midland	
40. Milan	Monroe/Washtenaw	SEMCOG
41. Mount Pleasant	Isabella	
42. Owosso (Corunna)	Shiawassee	
43. Paw Paw (Lawton, Mattawan)	Van Buren	
44. Paw Paw Lake (Coloma, Watervliet)*	Berrien	
45. Petoskey	Emmet	
46. Plainwell/Otsego	Allegan	
47. Richmond	Macomb	SEMCOG
48. St. Johns	Clinton	Tri-County (Lansing)
49. Sault Ste. Marie	Chippewa	
50. South Haven	Allegan, Van Buren	
51. Sturgis	St. Joseph	
52. Three Rivers	St. Joseph	
53. Traverse City	Grand Traverse	
54. Whitehall (Lakewood Club, Montague)	Muskegon	West Michigan Shoreline
55. Williamston (Webberville)	Ingham	Tri-County (Lansing)

* Coloma and Watervliet are incorporated cities on the south side of Paw Paw Lake. Paw Paw Lake is a lake; there is no incorporated city called Paw Paw Lake.

Counties with Small Urban Areas

Allegan	Emmet	Lenawee	Newaygo
Alpena	Gogebic	Macomb*	Oakland*
Berrien	Grand Traverse	Manistee	Otsego
Branch	Gratiot	Marquette	Roscommon
Calhoun	Hillsdale	Mason	Shiawassee
Cass	Houghton	Mecosta	St. Joseph
Chippewa	Ingham*	Menominee	Tuscola
Clinton*	Ionia	Midland	Van Buren
Delta	Jackson*	Monroe*	Washtenaw*
Dickinson	Kent*	Montcalm	Wexford
Eaton*	Lapeer	Muskegon*	

* Counties with Small Urban Areas and MPOs.

Appendix C

MICHIGAN DEPARTMENT OF TRANSPORTATION REGION OFFICES

SUPERIOR - Randel Van Portfliet, Region Engineer - 1818 Third Ave. North, Escanaba, MI 49829 - Fax 906-789-9775 **14177 or 906-786-1800** Toll Free 888-414-6368

Patty Heslip, Management Assistant
Ray Roberts, Assoc Region Eng - Operations
John Bedard, Assoc Region Eng- Systems
Steve Douglas, Real Estate Agent
Vacant, Pavement Management Engineer
Dan Hamlin, Resource Analyst

Steve Neumann, Survey Chief
Roger D. LaFrancis, Materials Sup 906-875-6644
Dawn Gustafson, Traffic Engineer
Pete Wessel, Bridge Engineer
Dawn Garner, Communications Rep

Adrian Stroupe, Transportation Planner
Linda Schmidtman, Financial Analyst
Debra K. Manninen, Personnel Liasion
Julie Van Portfliet, Bituminous/Soils Eng
Terri Reid, Maintenance Supervisor

NORTH REGION - Brian W. Ness, Region Engineer - 2927 D & M Drive, Gaylord, MI 49735 - Fax 989-731-0536 **989-731-5090** Toll Free 888-304-6368

Patricia A. McHugh, Management Assistant Engineer
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Chris Rupinski, Pavement Management Engineer

Tom Irvin, Maintenance Superintendent
David Langhorst, Region Planner
Lois Oakley, Financial Analyst
Mike Rogers, Resource Specialist
Lee Sherwood, Resource Specialist

Tom Harriger, Soils & Mats Const
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Tony Olson, Bridge Mgmt Engineer
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Bob Felt, Communications Rep

GRAND - Roger L. Safford, Region Engineer - 1420 Front Avenue, NW, Grand Rapids, MI 49504 - Fax 616-451-0707 **33956 or 616-451-3091** Toll Free 866-815-6368

Vacant, Management Assistant
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Malcolm Smith, Maintenance Supervisor
Todd Neiss, Resource Analyst
Michael P. Lamancusa, Utilities Permit Engineer
Dennis J. Kent, Transportation Planner
Julie E. Heiss, Officer Manager
Stephanie Litaker, Communications Rep

John Spencer, Survey
Peter Loftis, Real Estate Agent
Joseph K. Finch, Traffic & Safety
Michael Fuhrman, Financial Analyst

BAY - Terry Anderson, Region Engineer Ext 223 - 55 E. Morley Drive, Saginaw, MI 48601 - Fax 989-754-8122 **989-754-0878 Plus Ext**

Ginger Rorrer, Management Assistant - Ext 222

Wendy Cloutier, Traffic & Safety Engineer -Ext 258

Neil L. Pullman, Bridge Engineer -Ext 253

Terry Palmer, Assoc Region Eng-Development-Ext 226
Steve Palmer, Assoc Region Eng-Delivery-Ext 259
Martin Fransted, System Engineer - Ext 242
Dave Geiger, Transportation Planner - Ext 228

Andy Philp, Real Estate Agent-Ext 230
Cary Rouse, Resource Specialist-Ext 244
Bill Shreck, Communications Rep-Ext 225
Vacant, Soils Engineer

Mike Metiva, Maint Supt, 754-0784 Ext 32
Vacant, Financial Analyst
Sue A. Rummel, Office Manager-Ext 224

SOUTHWEST - Roberta S. Welke, Region Engineer - 1501 E. Kilgore Road, Kalamazoo, MI 49001 - Fax 269-337-3909 **269-337-3900**

Pete Pfeiffer, Assoc Region Engineer-Delivery
Kitty Rothwell, Assoc Region Engineer-Develop
Tom Hohm, Local Government Engineer
Jack Klee, Soils & Materials Engineer
David Budd, Maintenance Superintendent

Vacant, Management Assistant
Vacant, Environmental Specialist
Michael Jones, Region System Engineer
Susan Srackangast, Financial Analyst
Julie Martin, Communications Rep

Vacant, Surveyor
Mark G. Barrone, Real Estate Agent
Cheryl Boelman, Info Tech Technician
Vacant, Drainage Engineer
Brenda Kiesling, Personnel Liaison

UNIVERSITY - Mark A. Chaput, Region Engineer - 4701 W. Michigan Ave., Jackson, MI 49201 - Fax 517-750-4397 **517-750-0401**

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Jeff Reid, Assoc Region Eng- Development
Charles Mannor, Maintenance Superintendent
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Paul Ajegba, Traffic & Safety/Operations Engineer

Terry Johnson, Bridge Mgmt Engineer
Rick Jenkins, Cost and Scheduling Engineer
Robert J. Batt, Resource Specialist
Jeffrey R. Ruest, Real Estate Agent
Steve Hawker, Soils/Materials Supervisor
Jeff Bigelow, Pavement Mgmt Engineer

Mark Melchiori, Soils Engineer
Steve Barrett, Financial Analyst
Linda Uhl, Office Manager
John Jersey, I T Technician
Kari Arend, Communications Rep
Mike Irwin, Project Coordination Engineer

METRO - Gregory C. Johnson, Region Engineer - 18101 W. Nine Mile Road, Southfield, MI 48075 - Fax 248-569-3103 **248-483-5100**

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Mike Eustice, Assoc Region Eng- Delivery
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Gregory Krueger, Traffic & Safety Engineer
James Schultz, Administrator of the MITS Center

Andy Zeigler, Transportation Planner
Mark Grazioli, Materials/Testing Engr.
Ashok Punjabi, Geotechnical Supervisor
Richard M. Gould, Maintenance Engineer
Marilyn Montgomery, Depart Analyst (Litig. /FOIA)
Raman Patel, Financial Analyst

Mark Sweeney, Design Engineer
Thomas Jay, Real Estate Agent
Sharon Ferman, Resource Specialist
Robert Morosi, Communications Rep
Brenda Peek, Communications Rep
Dawn Campbell, Office Manager

MITS CENTER - James Schultz, Administrator - 1050 6th St., Detroit, MI 48226 - Fax 313-256-9036 **313-256-9800** Dee Proctor, Secretary

TRANSPORTATION SERVICE CENTERS

SUPERIOR REGION

CRYSTALFALLS	120 Tobin-Alpha Rd., Crystal Falls, MI 49920	Fax 906-875-6264	37725 or 906-875-6644 Toll Free 866-584-8100
MIKE PREMO, Manager Julie Hammill, Secretary Candy Armstrong, Delivery Secretary	Dan Kari, Delivery Engineer Dave Bradley, Design Engineer Dale Sauvola, Maintenance Coordinator	Ben Feldhausen, Traffic & Safety Engineer Bill Santilli, Permit Agent	
ISHPEMING	100 S. Westwood Dr., Ishpeming, MI 49849	Fax 906-485-4878	906-485-4270 Toll Free 888-920-6368
ANDY SIKKEMA, Manager Marion Johnson, Secretary Alan Anderson, Delivery Agent	Rob Tervo, Development Engineer Jeff Rautiola, Permit Agent	Dan Robillard, Maintenance Coordinator John Dault, Maintenance Supervisor	
NEWBERRY	14113 M-28, Newberry, MI 49868	Fax 906-293-3331	32169 or 906-293-5168 Toll Free 866-740-6368
JOHN BATCHELDER, Manager Cyndi Carmody, Secretary Pete Paramski, Delivery Engineer	Dave Rusch, Development Engineer Lou Oberle, Permit Agent	Ray Wood, Maintenance Coordinator Mike Walker, Maintenance Supervisor	
ESCANABA	1818 3 rd Ave. North, Escanaba, MI 49829	Fax 906-789-9775	14177 or 906-786-1800 or Toll Free 888-414-6368
MARK MALONEY, Manager Dolores Shiner, Secretary	Mike Kallio, Delivery Engineer Mark Kleikamp, Development Engineer	Doug Noble, Maintenance Coordinator James Belanger, Permit Agent	

NORTH REGION

ALPENA	1540 Airport Rd, Alpena, MI 49707	Fax 989-354-4142	989-356-2231 Toll Free 877-404-6368
SCOTT THAYER, Manager Pheobe Rang, Secretary	Tom Hilberg, Delivery Engineer Kevin Schaedig, Development Engineer	Bryan Schnetzler, Maintenance Supervisor Steve Conradson, Traffic & Safety Engineer	
TRAVERSE CITY	2084 US-31 S., Ste. B, Traverse City, MI 49684	Fax 231-941-1512	231-941-1986 or Toll Free 888-457-6368
RISE RASCH, Manager Mary Alford/ Kathy Strugala, Secretary	Judy Browning, Delivery Engineer Gary Niemi, Development Engineer	Jeff Hunt, Maintenance Supervisor Paul Wisniewski, Traffic & Safety Engineer	
CADILLAC	100 E. Chapin, Cadillac, MI 49601	Fax 231-775-0301	231-775-3487 or Toll Free 800-943-6368
RICHARD E. LIPTAK, Jr., Manager Dawn Morris, Secretary	Brian Atkinson, Delivery Engineer Gary Karttunen, Development Engineer	David Widrig, Maintenance Supervisor Daniel Lund, Traffic & Safety Engineer	
GRAYLING	1680 Hartwick Pines Rd., Grayling, MI 49738	Fax 989-344-8403	989-344-1802 Toll Free 888-811-6368
BONNIE BUSSARD, Manager Freida Brewer, Secretary	Jay Gailitis, Delivery Engineer Vacant, Development Engineer	Theresa Brockway, Maintenance Coordinator Steve Zaglaniczny, Traffic & Safety Engineer	

GRAND REGION

GRAND RAPIDS	1420 Front Avenue, NW, Grand Rapids, MI 49504	Fax 616-451-0707	616-451-3091
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HOWARD CITY	19153 W. Howard City-Edmore Rd, Howard City, MI 49329	Fax 231-937-2281	231-937-7780
KARL KOIVISTO, Manager Mary Beth Hansen, Secretary	Kevin McReynolds, Delivery Engineer Julie Terry, Design Engineer	John Joyce, Maintenance Coordinator Dave VanStensel, Traffic & Safety Engineer	
MUSKEGON	2225 Olthoff Dr., Muskegon, MI 49444	Fax 231-777-3621	231-777-3451
TIM JUDGE, Manager Kathy Bolthouse, Secretary	Gregg Zack, Delivery Engineer Jim D'Lamater, Cost & Scheduling Engineer	Dave Brinks, Maintenance Coordinator Tim Terry, Traffic & Safety Engineer	

TRANSPORTATION SERVICE CENTERS (cont.)

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CASS CITY	6867 E. Cass City Rd., Cass City, MI 48726	Fax 989-872-4464	989-872-3007
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SOUTHWEST REGION

KALAMAZOO	1501 E. Kilgore Rd., Kalamazoo, MI 49001	Fax 269-337-3916	269-337-3917 Toll Free 877-320-6368
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MARSHALL	15300 W. Michigan Ave., Marshall, MI 49068	Fax 269-789-0688	269-789-0592 Toll Free 877-324-6368
BRAD WIEFERICH, Manager Connie Corbin, Secretary	Andy Strupulis, Delivery Engineer Vacant, Cost & Scheduling Engineer	Scott Greene, Traffic&Safety Engineer Al Bessey, Maintenance Coordinator Alissa Hubbell, Development Engineer	
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PAUL SOUTH, MANAGER Rosalyn Hayes, Secretary Lucio Ramos, Delivery Engineer	Kyle Rudlaff, Cost & Scheduling Engineer Gary Loyola, Traffic & Safety Engineer Henderson Freeman, Maintenance Coordinator	Lisa Marsh-McCarty, Maint Coordinator Tim Waaso, Maintenance Coordinator Sarah Woolcock, Development Engineer	

UNIVERSITY REGION

BRIGHTON	10321 E. Grand River, Ste. 500, Brighton, MI 48116	Fax 810-227-7929	810-227-4681
STEVE BOWER, Manager Terri Mears, Secretary Jim Daavettila, Delivery Engineer	Kelby Wallace, Development Engineer Wendy Ramirez, Traffic & Safety Engineer	Rick Tyrer, Maintenance Coordinator/Supv. Ian Weibel, Utility Drainage Engineer	
JACKSON	2750 Elm Rd., Jackson, MI 49201-6802	Fax 517-780-5454	517-780-7540
DEE PARKER, Manager Sharon Moody-Harrell, Secretary	Arnold Trombley, Maintenance Coord/Supv Tony Migaldi, Design/Utility Coord Eng	Roslyn Chapman, T & S Engineer Kurt Coduti, Delivery Engineer	
LANSING	1019 Trowbridge Rd., East Lansing, MI 48823	Fax 517-324-0294	517-324-2260
PAUL STEINMAN, Manager K.C. Gimmey, Secretary Jason Gutting, Delivery Engineer	Brad Wieferich, Development Engineer Steve Shaughnessy, Traffic & Safety Engineer Ghazi Mustafa, Utility/Drain Engineer	Scott Johnson, Maint. Supv. / Mason, G.L. David Vorce, Maint. Supv. / Williamston Tim Graham, Maint. Supv. / Charlotte	

TRANSPORTATION SERVICE CENTERS (cont.)

METRO REGION

TAYLOR	25185 Goddard, Taylor, MI 48180	Fax 313-295-0822	313-375-2400
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PORT HURON TSC	2127 11 th Ave., Port Huron, MI 48060	Fax 810-985-5042	810-985-5011
LARRY YOUNG, Manager Leanne Reynolds, Delivery Secretary Suzanne Sivey, Development Secretary	Kenneth Holbert, Delivery Engineer S. Singer, Cost/Scheduling Engineer	Reginald Washington, Maint. Supervisor Michael Szuch, T & S Engineer	
MACOMB TSC	38257 Mound Rd., Sterling Heights, MI 48310	Fax 586-978-8075	586-978-1935
DREW BUCKNER, Manager Vacant, Delivery Secretary Diane Crumb, Development Secretary	Dan Everett, Delivery Engineer Steve Minton, Cost & Scheduling Engineer Willie Souaid, Traffic & Safety Engineer	Kenya Carl/Gina Red-Crain, Maint. Engineer Ray Klucens, Utility/Permits Engineer Vacant, Development Engineer	
OAKLAND TSC	2300 Dixie Hwy, Suite 300, Waterford, MI 48328	Fax 248-451-0125	248-451-0001
RANDY MCKINNEY, Manager Twyla Chinn-Lee, Secretary Joyce Chapman, Development Secretary Sandy Mullen, Delivery Secretary Vacant, Delivery Secretary	Dennis Cooper, Delivery Engineer Mark Stuecher, Delivery Engineer Gerard Pawloski, Delivery Engineer Tom Pozolo, Development Engineer Vacant, Cost/Scheduling Engineer	Vacant, Utility/Permits Engineer Mary Hudak-Baylis, Traffic & Safety Engineer Allan Schneck, Maintenance Engineer Harold Zweng, Operations Engineer	
DETROIT TSC	723 Rosa Parks Boulevard, Detroit, MI 48216	Fax 313-965-6340	313-965-6350
RITA SCREWS, Manager Brian Finch, Development Secretary Marilyn Caldwell, Delivery Secretary Pamela Parks, Maintenance Secretary	Roger Teale, Delivery Engineer Victor Judnic, Delivery Engineer Abel Sahlool, Development Engineer	Georgina McDonald, Traffic & Safety Eng Bernie Wells, Maintenance Supervisor Veena Jasuja, Utilities/Permits Engineer	

10/17/03

Appendix D

GLOSSARY OF TERMS AND ABBREVIATIONS

AASHTO: American Association of State Highway and Transportation Officials

Alignment: The course or direction along which a roadway, railway, runway, channel, or path is oriented.

Approach: The construction leading to a bridge, or an intersecting road, street, or driveway.

Bikeway: Any road, path, or way which in some manner is specifically designated as being open to bicycle travel, regardless of whether such facilities are designated for the exclusive use of bicycles or are to be shared with other transportation modes.

By Formula: Funds are distributed to different jurisdictions or programs according to a pre-calculated plan or formula outlined by statute. For example, Michigan Public Act 51 distributes Michigan Transportation Fund revenues by percentage between Michigan counties, cities, and MDOT.

3-C Urbanized Areas: A federally designated urbanized area with a core population greater than 50,000 which must establish a continuing, coordinated, comprehensive planning process. See also MPO.

Capital assistance: Funds specifically designated for the purchase of capital equipment such as buses, garages, and depot buildings.

5-50 Cities: See Small Urban Areas

City Streets: Roads under the jurisdiction of a city, town or village as designated by Michigan Public Act 51.

Clean Air Act Amendments of 1990: Federal legislation which outlines steps that must be taken to reduce emissions from vehicles, factories, and other pollution sources in areas identified as having the worst air pollution.

CMAQ: See Congestion Mitigation and Air Quality

Comprehensive Transportation Fund (CTF): A fund derived from state gas tax, vehicle registration and other fees as authorized by Act 51, used for the provision of public transportation purposes.

Congestion Mitigation and Air Quality (CMAQ): Programs and projects designed to reduce traffic congestion and their associated air pollution problems. These programs are designed to bring some regions into compliance with requirements of the Clean Air Act Amendments of 1990.

Congestion Relief: Solutions to traffic congestion that interferes with a transportation system's acceptable performance.

Corridor: A strip of land between two points within which traffic, land use, environment, and other factors are evaluated for transportation purposes.

Culverts: A drainage structure, usually a concrete or metal tube under a roadway or embankment that is not classed as a bridge, carrying traffic over a stream, watercourse or opening.

Deck Replacement: Replacement of the floor of a bridge.

Economically Depressed Communities: Any community which qualifies as an "eligible distressed area" according to Public Act 215 and exhibits the following characteristics: unemployment and poverty rates higher than the state average, land value increases lower than the state average, a population decrease since the 1970 census, and eligibility for Neighborhood Enterprise Zone programs.

Environmental Justice (EJ): Federal policy based on the authority of Title VI of the Civil Rights Act of 1964 and implemented through Executive Order 12898. Its major goal is to ensure that no minority or low-income population suffers disproportionately high and adverse human health or environmental effects due to any programs, policies, and activities undertaken by a federal agency or any agency receiving federal funds. As the Michigan Department of Transportation (MDOT) does receive federal funding, the above-mentioned order applies to its programs, policies and activities.

EPE (Early Preliminary Engineering): Engineering and environmental studies to evaluate a transportation corridor and alternative road alignments within that corridor.

Federal Aviation Administration (FAA): The federal agency responsible for collection and administration of federal aviation funds; oversees aviation service, safety and regulation as well as federal-aid eligible airport construction nationwide.

Federal Highway Administration (FHWA): The federal agency responsible for collection and distribution of federal highway funds; oversees the maintenance and construction of federal-aid eligible roads, streets, highways, bridges and non-motorized facilities.

Federal Railroad Administration (FRA): The federal agency responsible for railroad safety enforcement and assistance to local freight railroads.

Federal Transit Administration (FTA): The federal agency responsible for collection and distribution of federal transit funds; oversees the maintenance, operation and construction of federal-aid eligible transit systems including local and intercity bus and rail passenger infrastructure.

Grading: All construction operations between site clearing and paving. Grading includes all excavating, hauling, spreading, and compacting operations.

Highway Capacity Improvements: Improvements to a roadway to increase the volume and smooth traffic flow. Examples are adding lanes, improving intersections, and controlling access and turning

movements.

Highway Capital Preventive Maintenance Program (CPM): A capital preventive maintenance program for making improvements to a roadway in a timely manner to prevent more costly repairs in the future. The CPM program will extend the life of a roadway for one fifth of the cost of a full reconstruction.

Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA): A legislative initiative by the U.S. Congress that restructured funding for transportation programs. The Act strengthened the role of the Metropolitan Planning Organizations (MPO) and regional planning commissions in funding decisions. It allowed competition among modes for federal funds. It broadened planning requirements and placed increased emphasis on public participation and transportation alternatives. Many of the concepts and programs were continued in the succeeding TEA-21 legislation passed in 1998.

Intermodal: Between, or including more than one mode of transportation; can apply to either passenger or freight transportation.

Intermodal Connectivity: The linkages among modes that ensure the ability of people or goods to move easily from one mode to another.

ISTEA: See Intermodal Surface Transportation Efficiency Act

Joint : Breaks placed in concrete at regular intervals to allow for contraction and expansion of the road surface due to changes in temperature and use. Joints are installed perpendicular to the roadway to prevent cracking.

Km (kilometer): One kilometer is equal to 0.62 miles.

Local Program Fund: (also called the Local Road Program) A legislatively established fund that is part of the Michigan Governor's "Build Michigan" program which began in 1993 and ended in 1998. The local program fund provided a total of \$320 million total in additional transportation revenue to cities and counties between 1993 and 1998. Between 1993 and 1995, \$135 million of the total funding came from MDOT's State Trunkline fund. The remainder came directly from the MTF. All funding for 1996-98 came directly from the MTF.

General Program Accounts (GPA): Funds set aside for specific programs which have many small projects. For the purpose of simplifying the STIP/TIPs individual projects are not listed, only the amount of funding allocated to the program..

Major Investment Study: An analysis required in Traffic Management Areas (TMA's), urbanized areas with a population greater than 200,000, to determine the design concept and scope of the investment. The studies consider direct and indirect costs of reasonable alternatives and such factors as mobility improvements; social, economic and environmental effects; safety; operating efficiencies; land use and economic development; financing and energy consumption.

Management Systems: A systematic framework that identifies, measures, evaluates and monitors the effectiveness of performance objectives. An overall approach to handling transportation planning and implementation that was encouraged by ISTEA.

MDOT: Michigan Department of Transportation

Metropolitan Area Boundary (MAB): The boundary that delineates the area for which an MPO has jurisdiction..

Michigan Transportation Fund (MTF): A fund derived from state gas tax, vehicle registration, and other fees as authorized by Michigan Public Act 51 of 1951, used for the maintenance, preservation and improvement of county roads, city streets and state highways.

Michigan Transportation Policy Plan (MTPP): A comprehensive policy plan developed and adopted by the State Transportation Commission which serves as the policy framework for the State Long Range Plan.

Mile: One mile is equal to 1.61 km.

Mill: Removing, by machine, the top layer of a bituminous roadway in preparation for resurfacing.

Modes: A form or manner of transportation; includes motorized and non-motorized means.

Metropolitan Planning Organization (MPO): An organization of government units, transportation providers and other agencies in a US Bureau of Census-designated Urbanized area with a core population of 50,000 or more and its contiguous area expected to become urbanized within 20 years. An MPO develops transportation plans and programs for the metropolitan area. It is required to carry out the transportation planning requirements of TEA-21 to be eligible for federal funds.

National Highway System (NHS): A federally designated highway system connecting major population centers, international border crossings, and specific intermodal facilities to meet national defense requirements and serve interstate and interregional travel.

Non-Motorized: Any means of ground transportation that is not a motorized conveyance. This includes bicycling and pedestrian travel.

Non-motorized trail: A path or way designated for pedestrians, bicycles, and other non-motorized transportation modes.

Off-road bicycle facilities: Bicycle facilities that are within the highway right-of-way, but are separated from the automobile-traveled portion of road.

Overlay: A new surface over an existing roadway.

PE: See Preliminary Engineering

Preliminary Engineering (PE): Engineering, survey, and drafting work necessary to develop design plans for a transportation facility to the point that construction contracts can be initiated.

Pulverize: To break up pavement with a large mechanical hammer.

Railroad Grade Crossing: The general location where a railroad and a road or pedestrian path cross at the same level.

Resurface: Put a new layer of material on a road or path to restore surface quality and improve the ride quality.

Right-of-way (ROW): The entire width between the boundary lines of every roadway, path, etc. publicly maintained when any part of it is open to the public use for vehicular travel.

Rubblize: To break up pavement with vibrating equipment.

Rural ISTEA Task Forces: Administrative units established under ISTEA to distribute specific state and federal funds to road and transit projects. Each task force is a grouping of counties and includes representatives of the County Road Commissions, cities and villages, transit providers and Indian Tribal governments.

SLRP: See State Long Range Plan

Small Urban Areas (5-50 Cities): Urbanized areas with a population of 5,000 to 50,000 which makes them eligible to receive federal funding from a specific program for road or transit projects within its boundaries..

State Long Range Plan (SLRP): A planning document required by TEA-21 with a 20-year planning horizon to provide statewide transportation policy and a guide for future transportation investment. It will be revised every 3 to 5 years.

State Transportation Improvement Program (STIP): A 3-year program of all road and transit transportation projects to be undertaken with federal funds, required by TEA-21 to be financially constrained, meet air quality conformity guidelines, and be consistent with the policies of the State Long Range Plan.

State Trunkline Fund (STF): Portion of the gas and vehicle registration taxes administered by the MDOT for the maintenance, construction, and operation of the state Trunkline System, as established by Michigan Public Act 51 of 1951.

State Trunkline Highway System: Highways under the jurisdiction of the Michigan Department of Transportation consisting of all "I", "US" and "M" designated routes.

Substructure: All of that part of a structure below the structure surface.

Streetscape: Streetscape projects replace plain concrete downtown sidewalks with decorative paving which usually includes the use of concrete brick pavers. Openings in the pavement allow for shade trees and iron tree grates. Other amenities may include tree guards, bike racks, benches, planters, and trash receptacles.

Transportation Equity Act for the 21st Century (TEA-21): The federal law effective June of 1998 authorizing highway, highway safety, transit, and other surface transportation programs for six years. The legislation builds on the initiatives of ISTEA with new programs to improve safety, protect and enhance communities and the environment and advance economic growth and competitiveness. The equity in the title refers to guaranteed funding levels based on receipts to the Highway Trust Fund and more funding for donor states such as Michigan.

TEA-21: See Transportation Equity Act above.

TIP: See Transportation Improvement Program

Transportation Enhancement Program: A competitive program administered by MDOT and authorized by TEA-21 that sets aside 10% of each state's Surface Transportation Program for Transportation Enhancement activities such as landscaping, bicycle paths, historic preservation, and highway storm water run-off mitigation.

Transportation Improvement Program (TIP): A three year document prepared by each MPO to provide a public listing of road and transit projects to be implemented within the designated three year period and demonstrate there are sufficient new resources available to start those projects.

Trunkline: Term used to identify those portions of the road under the jurisdiction of the MDOT. See State Trunkline Highway System.

Urbanized areas: Areas with a population of 50,000 or more as designated by the U.S. Bureau of the Census. Federal Highway Administration (FHWA) approved, adjusted urbanized area boundaries include the designated area plus any shopping, employment centers, and other trip generators near the edge of the urbanized areas.

USDOT: The United States Department of Transportation.

Walkways: Pedestrian facilities such as sidewalks, overpasses, and skywalks.